

MAY 15, 1953

1/-

The Autocar

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Zephyr

EXCITING MOTORING



ASK YOUR DEALER FOR A TRIAL RUN

MONTE CARLO RALLY WINNER
£532 PLUS PURCHASE TAX £222.15.10



BY APPOINTMENT MOTORS
VEHICLE MANUFACTURERS TO
THE KING, KING GEORGE VI
AND QUEEN ELIZABETH

Ford '5-Star' MOTORING
the best at lowest cost



"She was going like a bird yesterday"



"We were going to the wife's sister's wedding . . . one of these big affairs where everybody knows nobody. Fate however, decided to intervene on the way, because the car died on my hands . . . just like that, no warning, two or three 'phut phuts' perhaps and then stop ! I tried, of course, but I had a feeling before I lifted the bonnet that it was going to mean a walk to the nearest phone box."

You do sometimes hear motorists explain their failure to arrive somewhere on time by blaming fate. But is it always fate? Wouldn't it be true to say that quite often cars break down through lack of proper maintenance? After all, it takes a mechanically experienced motorist with the correct equipment and quite a lot of time to spare to do the job thoroughly. The wise thing, of course, is to use the Tecalemit Specialised Maintenance Service; ask at your local garage for full details—you'll be surprised at all that is done at so little cost!



The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

YOU'LL HAVE

Greater Driving Control



WITH THE NEW .

Bristol **403** *Saloon*

—it's fitted with **FERODO** Anti-Fade Brake Linings!

The new Bristol 403 Saloon, a development of the successful Bristol 2-litre, is a worthy example of the industry's quest for greater power and performance, *together with a corresponding increase in safety*. For the Bristol Aeroplane Company who have fitted Ferodo Brake Linings exclusively to all their previous cars, have specified Ferodo for this latest model, too. The experience of Bristol's engineers and designers has shown that Ferodo Anti-fade Linings—the result of ceaseless research and uncompromising engineering tests—are the safest, smoothest, most reliable there are.

Ferodo Anti-fade Brake Linings will give greater control to every Bristol 403 driver under every conceivable motoring condition.

Bristol fit

FERODO
ANTI-FADE BRAKE LININGS
Exclusively

Announcing the new

... one of the world's outstanding cars

THE NEW BRISTOL 403 SALOON . . . aerodynamically styled four/five seater embodying many new design refinements. The six cylinder Bristol 2-litre engine now gives 100 b.h.p. at 5,000 r.p.m., with fuel consumption 24 m.p.g. at a cruising speed of 60 m.p.h. Improved braking and roadholding characteristics permit full exploitation of the higher performance derived from 403's more favourable power/weight ratio.



THE NEW BRISTOL 403 2-LITRE SALOON

Bristol 403 Saloon



The famous BRISTOL 2-litre engine

Developed from wide racing and competition experience, the 2-litre power unit of the type 403 develops 100 b.h.p. at 5,000 r.p.m.

Other type 403 improvements include:—

Improved braking system • Enhanced road holding qualities • Re-designed air conditioning system • Fuel tank ventilation modified for faster filling • Steering pinion adjustment improved • Anti-splash plates in engine bay, etc., etc.

DUTCH TULIP RALLY
 204 STARTERS — 193 FINISHED
BRISTOL "401" 2-LITRE
 gains **2nd place**
 Drivers: J. W. E. BANKS and M. PORTER
(Subject to official confirmation)

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED - BRISTOL - ENGLAND

London Showrooms - 80, PICCADILLY, W.I

*Now it can be seen....

Bristol 403 Saloon



One of the world's Outstanding Cars!

SOLE DISTRIBUTORS
FOR
LONDON HOME AND
EASTERN COUNTIES



*

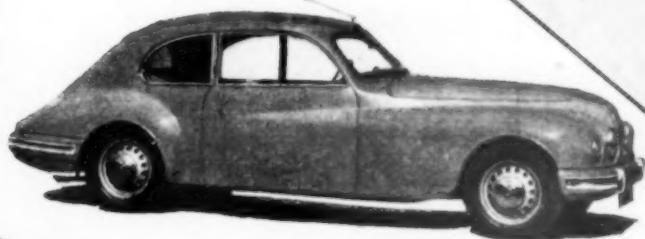
UNIVERSITY MOTORS LIMITED

STRATTON HOUSE 80 PICCADILLY LONDON W.1

TELEPHONE: GROSVENOR 4141

UNIVERSITY MOTORS LIMITED

7 HERTFORD STREET LONDON W.1 GRO 4141



Bristol

SPARES &
SERVICE

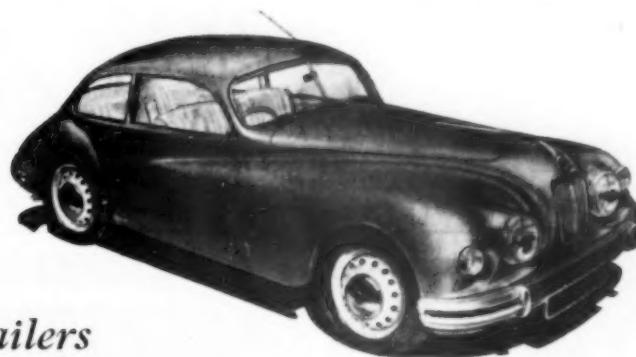
BRISTOL 403



*A Luxurious
5-seater Saloon Car
Capable of 100 m.p.h.*



Bristol 403 Saloon



Official Retailers

**KEVILL-DAVIES & MARCH
LTD**

41-42, HAY'S MEWS
BERKELEY SQUARE, W.1

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Announcing the new

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SUSSEX DISTRIBUTORS



Bristol 403 Saloon
GEORGE NEWMAN & Co. (B'ton) Ltd.
39-40, OLD STEINE

Phone

BRIGHTON 28102-3-4

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Bristol 403 Saloon
CAN BE SEEN AT
OUR SHOWROOMS
W. R. SANDERS LTD.
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Distributors for
Derbyshire, Nottinghamshire and S. Yorkshire



and the Western Counties
★ ★ ★ ★
the distributors of the 403 Saloon are
Charles Cruickshank Motors
The Centre, Bristol, 1

Tel. — 25280

and qualified after-sales service *

CARDIFF

DISTRIBUTORS IN SOUTH WALES

FOR THE

Bristol 403 Saloon
Castle Garage
(CARDIFF) LTD.
CASTLE STREET • CARDIFF • Tel.: 28246

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SERVICE STATION Ltd.

BRISTOL DISTRIBUTORS
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FAREHAM, 2277
HANTS.

HEREFORD

and the adjoining Counties of
MONMOUTH, RADNOR & BRECKNOCK

Bristol Distributors

**ENTERPRISE GARAGE
& ENGINEERING Co. Ltd.**

Phone 4248/9



Announcing the new

403

LEEDS

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EST. 30 YEARS

YORKSHIRE'S DISTRIBUTORS FOR THE NEW

Bristol 403 *Saloon*

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TELEPHONES: LEEDS 20114/5/6.

GRAMS: PETER, LEEDS.

SERVICE DEPT. STAFFED WITH FACTORY TRAINED PERSONNEL.

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W. WATSON & CO.
(LIVERPOOL) LTD.

35/37 BOLD ST. Tel. Royal
7880 (10 lines)

BRISTOL Distributors for
MERSEYSIDE · WEST LANCASHIRE
WEST CHESHIRE · NORTH WALES
LARGE & MODERN REPAIR & COACH BUILDING DEPT.
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Works & Service Department: Oldham Street, Liverpool
Sales and Service also at Hamilton Square, Birkenhead

MANCHESTER 13

ARNOLDS OF MANCHESTER
DISTRIBUTORS OF
BRISTOL CARS

The New "403" is now on show.

Demonstrations arranged.

Coronation Display, May 11th, for two weeks.

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Bristol 403 *Saloon*

NOW ON VIEW AT
OUR SHOWROOMS

ESSAM & HEWSON LTD

LONDON ROAD, SHEFFIELD

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Announcing the new

403

WOLVERHAMPTON

"Bristol" 403 2-litre distributors
through five counties . . .



BRADBURN & WEDGE LIMITED

46 DARLINGTON STREET, WOLVERHAMPTON

Tel. Nos. 20456 & 20457

Bristol 403 Saloon ... it's NEW!

"For full particulars of this outstanding new car please apply to the Distributors for Scotland and Northern England who have been Bristol enthusiasts from their inception."



Scottish Distributors JAMES H. GALT * LIMITED
52 WOODLANDS RD. GLASGOW

TELEPHONE: DOUGLAS 7598
TELEGRAMS: MOTOSERVIS

You've
got to
hand it
to us



All the leading car manufacturers hand it to us at some stage or other — usually as a blue print. Bristol is no exception — Rubery Owen components form part of the 403 2-litre saloon, as they did of its predecessor. Good luck to the new Bristols upholding British prestige.

RUBERY OWEN COMPONENTS

RUBERY, OWEN & COMPANY, LTD.
Darlaston, South Staffs.

OUTRIGHT VICTORY in its Class

**of Production Bristol 2-litre Saloon
in International Tulip Rally**

(Subject to official confirmation)

High performance engines
demand efficient cooling.
Bristol have again
chosen Marston Radiators
for their new 2-litre model.



All Bristol cars are fitted with MARSTON RADIATORS

For assistance on any problem connected with heat exchange, write to

MARSTON EXCELSIOR LTD., WOLVERHAMPTON & LEEDS

(A subsidiary company of Imperial Chemical Industries Ltd)

MAR.115

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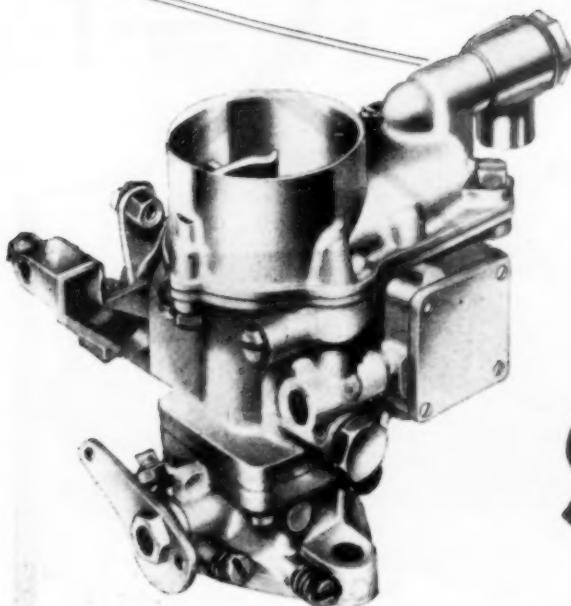


THE BRISTOL
403
SALOON

MANUFACTURED BY BURGESS PRODUCTS CO., LTD., SILENCER DIVISION, HINCKLEY, LEICESTER

Supplied on the new

Bristol 403 Saloon



Solex Type "32 BI"

the model which has contributed
to Bristol engine success on road
and track for many years.

SOLEX
The SERVICE Carburetor

SUPPLIERS OF REAR AXLE GEARS FOR BRISTOL CARS

E.N.V. ENGINEERING CO. LTD.

Gear Specialists

MANUFACTURERS OF
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HYPOID & SPIRAL BEVEL GEARS



HELICAL & SPUR GEARS

Hythe Road, London, N.W.10

LADbroke 3622-6

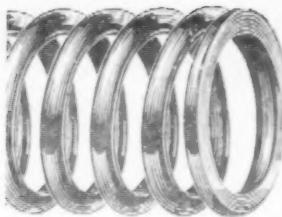
HIGHEST QUALITY ELECTRICALLY ANNEALED MALLEABLE CASTINGS
MANUFACTURED FOR THE NEW BRISTOL 403
IN EUROPE'S MOST UP-TO-DATE MECHANISED MALLEABLE FOUNDRY

MALLEABLE CASTINGS
SUPPLIED FOR THE
New
BRISTOL 403
!



GLOUCESTER FOUNDRY LTD. EMLYN WORKS, GLOUCESTER

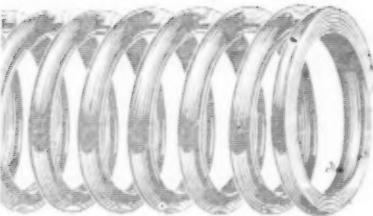
Telephone: GLOUCESTER 23041. Telegrams: PULLEYS, GLOUCESTER



You can depend



on **TERRY'S** valve springs



when you drive



a "BRISTOL 403"

TERRY'S aero quality valve springs



HERBERT TERRY & SONS LTD., REDDITCH, ENGLAND

The Bristol 403 Saloon—A powerful example of British engineering skill: each integral part contributes to the excellence of the whole car.



The component parts in rubber are supplied by . . .

GEORGE
SPENCER, MOULTON
& COMPANY LIMITED

ENGINEERS IN RUBBER FOR OVER ONE HUNDRED YEARS

GEORGE SPENCER, MOULTON & CO. LTD., BRADFORD-ON-AVON, WILTS, and 13 & 14 Ashley Place, Westminster, S.W.1



The Bristol 2-litre Saloon that was placed second in this year's Tulip Rally was also equipped with a Layrub shaft. Sure proof of a transmission shaft "Cushioned against defeat."

Once again . . .



BRONZE BUSHES cast by the
"EATONIA"
WATERCOOLED PROCESS

have been chosen for the new

Bristol 403 Saloon

We are proud to be associated with this fine British Car

Y.E.S.

YORKSHIRE ENGINEERING SUPPLIES LTD.
BRONZE FOUNDRIES, UPPER WORTLEY ROAD, WORTLEY, LEEDS
Tel: LEEDS 38234-38291

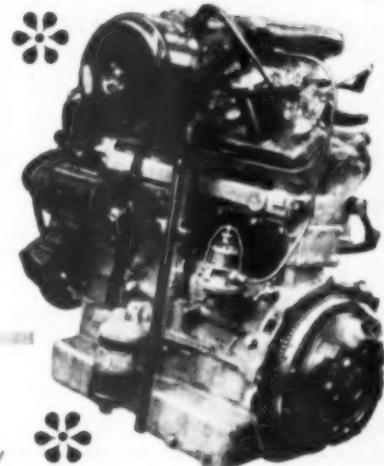
VOKES FILTERS *

ARE FITTED ON THE NEW

Bristol 403 Saloon



On the new Bristol saloon, as elsewhere, the name VOKES guarantees first-class protection against engine wear. Independent tests have shown in this connection that a VOKES air filter reduces oil consumption by 52 per cent., and cylinder wear by 76 per cent. On the same tests the addition of a VOKES oil filter proved to give even greater reductions in wear and running cost. VOKES Limited are proud to have been associated with the Bristol car since its inception and to have contributed by protection of the engine to the many remarkable successes achieved by the Bristol 403's predecessors.

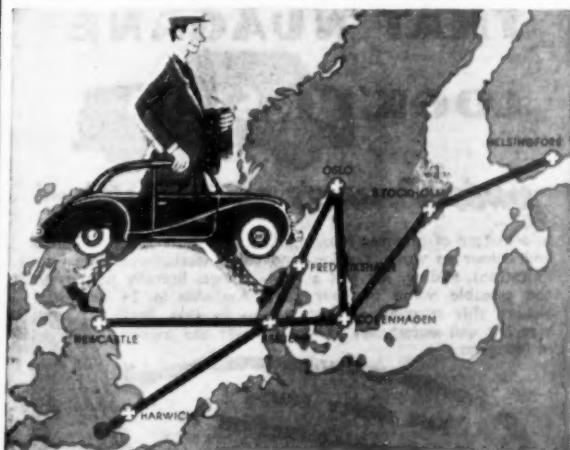


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TELEPHONE : GUILDFORD 6286

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travel via HARWICH-ESBJERG
or NEWCASTLE-ESBJERG
the shortest sea routes
to SCANDINAVIA

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HARWICH - ESBJERG

From Harwich: Mon., Fri.	12.30
" Tues., Thurs., Sat.	17.30
From Esbjerg: Mon., Tues., Wed., Fri., Sat.	17.30
Crossing: 19 hours	

NEWCASTLE - ESBJERG

From Newcastle : Tuesday and Saturday	12 noon
From Esbjerg: Sunday and Thursday	17.45
Crossing: 24 hours	

Reservation of cars must be made in advance. Tickets and further information from the travel agents and :

LONDON:

The Danish Tourist Bureau Ltd.
71/72 Piccadilly, W.I. Tel.: Regent 3221
Telegrams : Dantour

NEWCASTLE :

Nielsen, Andersen & Co. Ltd.
2, King Street, Newcastle-Upon-Tyne 1, Tel.: 21587
Telegrams: Nielsens

D.F.D.S.

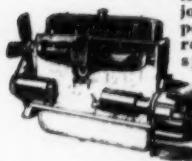
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(THE UNITED STEAMSHIP COMPANY, LTD.
COPENHAGEN

IN MODERN PHRASEOLOGY
there's something almost supersonic about HML engine rebuilds. Their smooth, silent power, their high performance and their operational economy are three factors of vital importance to transport operators.

More and more people are saying HML when they order rebuilt Vauxhall and Bedford engines. You'll be glad you said it, too.

VAUXHALL AND BEDFORD EXCHANGE ENGINE PLAN



Covers all models of Vauxhall and Bedford. Every HML rebuild is a factory-precision job and will give as new performance in every respect. Built by HML specialist engineers using the most complete and up-to-date equipment and genuine spares. Your old engine will be taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Deferred terms available. Exchange prices from £35



RADIO

We have a special department for car radio installation and repairs. Trade enquiries invited.

PARTS SERVICE DEPARTMENT

Open: Monday to Friday 8 a.m.-6.30 p.m.
Saturday 8 a.m.-4 p.m.
Sunday 10 a.m.-1 p.m.

Ring PADdington 0028 for immediate service.

HAMILTON MOTORS (London) LTD

Vauxhall and Bedford Main Dealers

466-490, Edgware Road, W.2. 169-171, Harrow Road, W.2. Tel: PADdington 0028 (12 lines)

ROYAL INSURANCE COMPANY LIMITED

Country-wide Service to Motorists

HEAD OFFICES

1, North John St., 24, 28, Lombard St.,
Liverpool, 2. London, E.C.3.

THAT 'NUAGANE LOOK' INSIDE-

-puts Pounds on your Car!

In a matter of minutes Nuagane will give new life, suppleness and colour to worn, cracked and faded leatherwork (real or imitation), adding, for just a few shillings, literally pounds to the saleable value of your car! Available in 24 delightful shades, this amazing lacquer is also flexible, hard-wearing and waterproof. There's magic and money in Nuagane.

JUST SIMPLY BRUSH
OR SPRAY 'NUAGANE' ON TO
YOUR CAR UPHOLSTERY

NUAGANE is obtainable from your garage and from HALFORDS. Trade prices on application. Overseas enquiries invited.

★ Write NOW for FREE Colour Card!

NUAGANE

Flexible Leather Lacquer

NUAGANE PRODUCTS LTD., 19 SOHO SQUARE, LONDON, W.1

Telephone: GERard 3347-8-9

Thoroughness is the keynote of the *Singer*

If you want a fast, good-looking open car to seat four, here is the Singer Roadster. Sports car performance and acceleration—with economy—from its 1497 c.c. OHC engine: sports car appearance with almost saloon comfort from its complete all-weather equipment. Sturdily built by hand for lasting performance. *The best value in its class!*

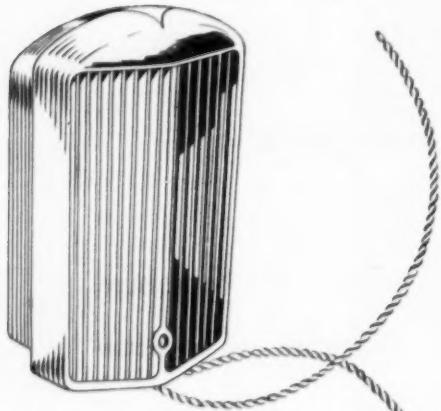
The Singer *Roadster*

A thoroughly good car



SINGER MOTORS LIMITED · BIRMINGHAM & COVENTRY

FOR SERVICE..



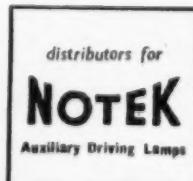
The manufacture, repair and reconditioning of radiators, with individual attention by expert factory-trained personnel, and a quick turn-round, is a Serck service upon which the Motor Industry can always depend.



A nation-wide Radiator Repair Service for the MOTOR TRADE

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Head Office, Warwick Road,
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for Industrial Buildings . . .



... Consult THORNS

We have supplied many buildings to the motor industry and this may be just the building you want; but even if it is not, Thorns method of construction permits speedy adaptation. Basically the design is particularly suitable for:

OFFICE . CANTEEN . LIGHT INDUSTRY . STORAGE
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Or any design and size to your specification

Thorns also make
Commercial Garages, Coach Stations, Repair Shops,
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We shall be pleased to send details and prices.

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UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW
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OF ACTUAL
SAMPLES



Protect the upholstery.
Prevents "shine" on clothes.
Give your car an attractive
interior appearance—and
maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS "The Motor People," KETTERING
Please send patterns and prices of your "Luxury Look"
Covers for my Car model
..... year.

Name BLOCK LETTERS PLEASE

Address Autocar May 15



A black and white illustration. In the foreground, a man with dark hair, wearing a suit and a fedora hat, holds a newspaper in one hand and a bowler hat in the other. He is looking towards the right. Another man, also in a suit and hat, is partially visible behind him, looking in the same direction. In the background, on the left, a man is working at a large industrial machine, possibly a printing press, with several large ink wells and a long metal frame. The scene suggests a mid-20th-century urban environment.



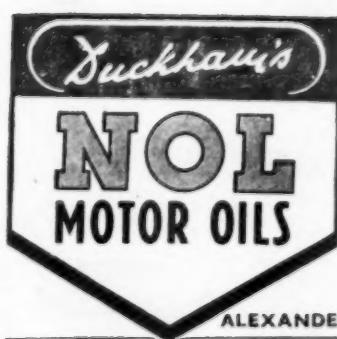
SAVE WEAR

Start to-day and use ADCOIDS, the unique upper cylinder lubricant. They give lasting engine protection and reduce corrosive and abrasive wear to a marked degree.

1d. PER TABLET

BOX OF 18 TABLETS 1/6d.

One tablet to one gallon of petrol for normal running.



*...all that is best in modern
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For perfect lubrication under all conditions — use NOIL Engine and Gear Oils. NOIL ensures reliable service with maximum protection against wear, whatever the age of your car.

FOR BETTER MOTORING - NOL MOTOR OILS

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When you

REBORE

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THE GARAGE-MAN in your district will testify to Hepolite reliability. Ask him to fit Hepolite replacements when next he rebores your car. For detailed literature write to

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GOOD JOB OF IT—I'M A GENUINE

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Illustrated is
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It will pay you to
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Precision made in a full range
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service. Ask to see them
at your local iron-
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Famous for over a century

MANUFACTURED BY THOMAS SMITH & SONS OF
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**LANE ACCESSORIES
BARGAINS FOR THE MOTORIST**

AMERICAN BATTERY CAPACITY TESTERS. Complete
with plate selector. £2.5 each.

CHROME TWIN STOP
LAMP-SETS. Complete
2 lamps, 2 bulbs, 6 or
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Lamp switch. 21/- per
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Prima Screwdraulic 1 ton
Jack, for the 8 and 10 h.p.
cars. Height closed 64in.,
height extended 131/2in. 30/-
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New Gas Pliers,
10in., 5 1/2 oz.
9in., 5 1/2 oz.
7in., 4 1/2 oz.

V.R.W. CHROME
VANADIUM
adjustable pipe
grips, size 0 23/6
each. Size 1 27/6
each.

TYRE PRESSURE
GAUGES.

The following sizes
Gauge for all motor-
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0 to 3.5 Kilograms in
Centimetres. 7 9 ea.

New Lineman's Pliers,
21in., 3 6 each.

Car
Thermometers.

Dash fitting. 21in.
dial 30 to 100 de-
grees centigrade.

5ft. 6in. capillary.
25/- each.

Dobson
Broken
Screw
extractor
Sets. No. 1,
set of 5 1/2 in. to
21/2 in. 12/6 per
set. 5 1/2 in. to 6
in. to 8in. 6
in. to 10in. 7 1/2
per set.

Chrome
Universal
Rubber
Petrol
Tank
Cap. 1 1/2
in. dia.
24/6 and 21/2in.
4 9 each.

OIL PRESSURE GAUGES
0 to 150 lbs. Complete with
oil pipe. 7 6.

Tyre Spreaders
Suitable for all
types of car and
commercial covers.
15/- each.

Car
Thermometers.

Dash fitting. 21in.
dial 30 to 100 de-
grees centigrade.

5ft. 6in. capillary.
25/- each.

Dobson
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Sets. No. 1,
set of 5 1/2 in. to
21/2 in. 12/6 per
set. 5 1/2 in. to 6
in. to 8in. 6
in. to 10in. 7 1/2
per set.

Chrome
Universal
Rubber
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Tank
Cap. 1 1/2
in. dia.
24/6 and 21/2in.
4 9 each.

EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE.

Terms: Cash with order. Carriage free.

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Area Distributor Midland & S.W. England — Reid Watt Ltd., 254 Corporation St., Birmingham (also Leicester and Bristol).
Axminster, Devon: The Tytherleigh Garage & Engineering Works, Ltd., Tytherleigh.
Aylesbury, Bucks.: The Aylesbury Motor Co., Ltd.
Barnstaple: The Barnstaple Motor Co., Ltd., The Square.
Basingstoke: W.S. Shock Absorber Company, Chapel Street.
Birmingham: Sleeman Motors, 282 Dudley Road, Smethwick.
Birmingham: Oulton Garage, Warwick Road, Oldbury.
Birmingham 9: Small Heath Motors, 518 Green Lane.
Bishops Stortford, Herts.: J. R. Waller, London Road.
Bristol 6: Hardwicks (Bristol) Ltd., 128 Cheltenham Road.
Bournemouth: Piston Service (Southern) Ltd., 820 Christchurch Road, Boscombe.

Cambridge: The Cambridge Battery Service, Gloucester Street.
Cardiff: Ford Welding & Co., Ltd., North Road.
Cheltenham: The Regent Garage, Ltd., Regent Street.
Hevel Hempstead, Herts.: Walter W. Saunders, Ltd., Marlowes.
Ipswich: The Prentice Aircraft & Cars, Ltd.
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Kidderminster: Broadwater Garage, Broadwater.
Leamington Spa: Moss's Agencies, Ltd., High Street.
Leicester: Walter E. Sturges & Sons, Ltd., Braunstone Gate.
Maidenhead: Frank L. Hall, The Half Way Garage, Windsor Rd.
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Newbury: Boreham's Car Electrical Service, Ltd.
Newport, Mon.: Major Factors (Newport) Ltd., 170-173 Commercial Road.
Northampton: Derngate Motor Co., Ltd., Bedford Place.
Nottingham: Replacement Services, Ltd., Lower Parliament Street.
Norwich: Replacement Services, Ltd., Lower Parliament Street.
Oxford: Boreham's Car Electrical Services, Ltd., Titmouse Lane.
Paignton, Devon: The Collaton Garage & Engineering Co. (Factors) Ltd., Collaton St. Mary Road.
Reading, H.: Lester Cars (1951) Ltd., Bath Road, Thatcham.
Rickmansworth: Rickmansworth Motor Ltd., Monsey Garage, Uxbridge Road.
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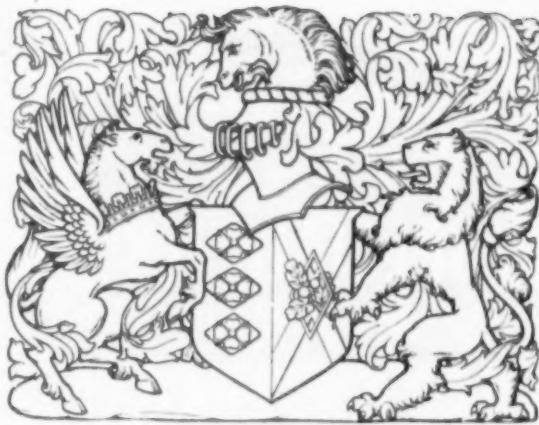
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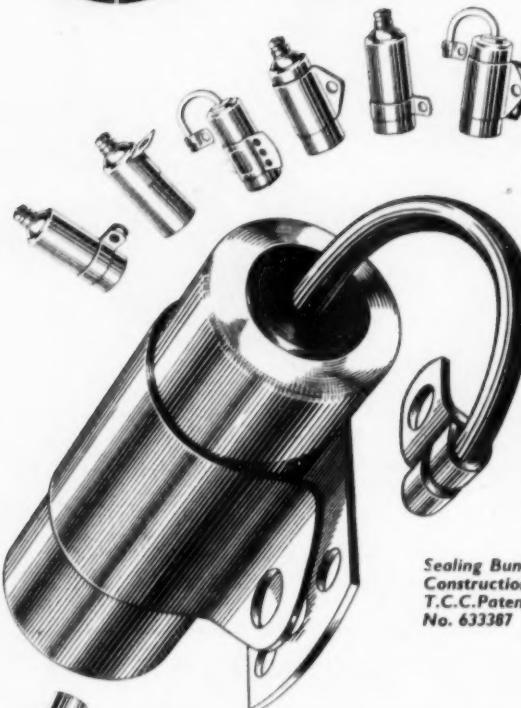


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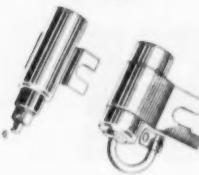
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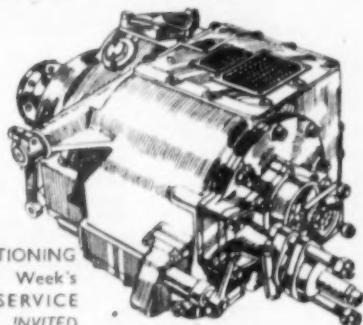
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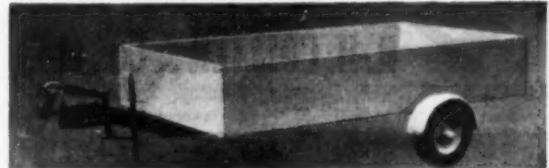
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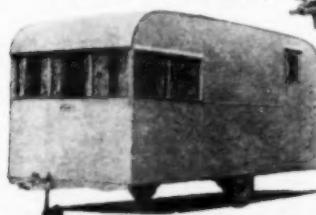
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The Autocar

FOUNDED 1895

No. 2998

Friday, May 15, 1953

Vol. XCVIII

Stunts

WITH the revival of the necessity to sell cars as opposed to allocating them to clamouring customers, the "stunt" is growing in popularity. It may be generally defined as any attempt to prove that a certain product is the best in its class.

This is healthy competition, and we should be the last to want to suppress it. None the less, we feel that it is time some supervision was exercised over exploits on which it is intended to base extravagant claims, for in many of them the opportunities, if not to deceive, are at least plentiful by which to present a picture in colours that glow rather more brilliantly than life. To take a simple example, a car that travels from Patagonia to Peru at 50 m.p.h. has made an impressive performance; but that performance becomes far less impressive if it is learned that half-way through the ordeal a new engine was installed.

It is, in fact, official observation that is required, the observer to make his private report following the completion of a stunt, and the supervising body then to make public a report. With the full knowledge thus provided motorists will be able to view the subsequent publicity in a more searching light. It will quite reasonably be objected that there is often no means whereby an observer can be carried on such exploits, but, in return, it would be equally reasonable for the firm concerned to permit authorized sealing of components vital to the type of test being undertaken.

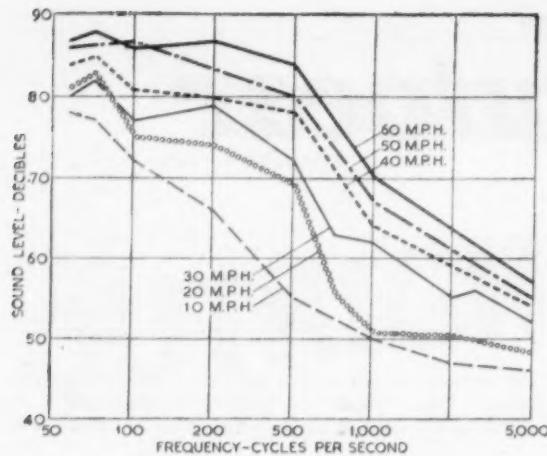
As already stated, we welcome these exploits as healthy competition, but we would make one further point. During the sporting year there is an event to suit every kind of car made, victory in which is achieved only by surpassing the performance of comparable cars from rival firms. The nature of such a victory must mean that it carries far more prestige than the individual exploit, carried out unobserved and not subject to authorized control.

Curtain Raiser

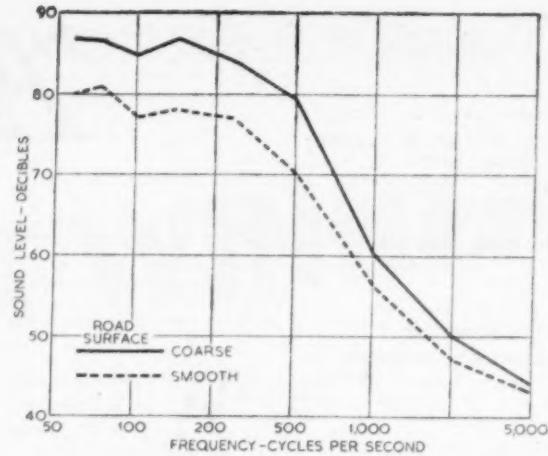
THE first big race meeting of the year in this country, at Silverstone last Saturday, was disappointing for those who hoped that the new season would bring a change of fortunes. The Italian Ferrari factory sent over two cars, one for the sports production car race and one for the International Trophy race, and won them both with almost contemptuous ease; J. M. Hawthorn's first-class driving served to emphasize their superiority. A game second in the International Trophy race came the Connaught driven by R. Salvadori, this car's performance being partly owed to a petrol injection system instead of normal carburation.

The lesson of these results is that the lamentable gap in engine design between Britain and Italy has not been lessened during the past winter. Ferrari victories have been so consistent that their lead is established beyond doubt, and although Alfa Romeo and Mercedes, if not Maserati, are expected to reduce it eventually, he would be a bold man who asserted that Britain was about to do so. More's the pity, for British engineering prestige is inevitably lowered in the eyes of the hundreds of thousands who now attend motor races, even if her sporting spirit in continuing to try to win is appreciated. Knowledgeable enthusiasts will continue to give unstinting admiration to the few small firms who strive to compete with the Continental designers, while grudging the public money that goes to explain the British way of life to the Eskimos when its more practical expenditure might help to maintain that way of life by increasing the sale of British cars.

On the less serious side, Saturday's organization left something to be desired. Traffic dispersal was slow, cars being held in interminable queues; the "deadhead" percentage had increased enormously, and "guests" sometimes wandered to and fro on the track during races. Moreover, the army of police and commissioners, with their ruthless "seeding" of passes, was so intimidating that enjoyment of what was, after all, a good day's racing was marred by the irritations of a too-generous hospitality and its inevitable consequences.



Different types of road surface produce a marked change in sound level, especially at the lower frequencies where road noise is most predominant.



A typical result obtained by using the octave band method of measurement in a car. It shows how noise intensity increases with speed but maintains the same characteristics.

The Noise Problem

CAUSES AND EFFECTS OF THE PHENOMENON OF ROAD ROAR

By G. S. Sharpe, A.M.I.Mech.E., M.S.A.E.

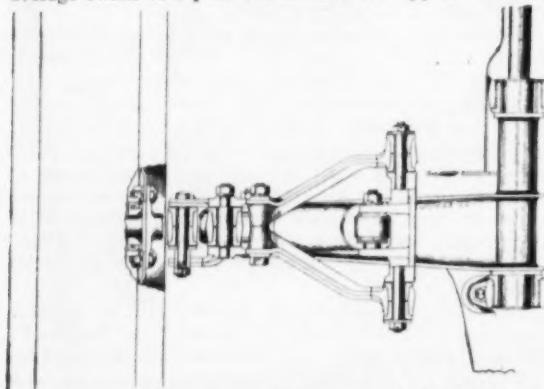
IT is generally agreed that greater technical knowledge and improvements in production techniques have made the present-day quantity-produced car a far more desirable vehicle to drive or travel in than its pre-war counterpart. In particular, suspension, steering and general road holding are very much improved and engine output has been stepped up. But increased attention is now being drawn to the noise problem, and although it is frequently referred to, very little information is given as to its true character. The problem is one of eliminating or at least reducing those sounds which come under the general heading of body noises, the most predominant of which is the phenomenon of road roar.

If noise is defined as unwanted sound then it may be questioned that a problem does, in fact, exist, because the average owner of a post-war car does not appear to be dis-

turbed or annoyed by any undesirable sounds. These sounds are, nevertheless, present, and vary in intensity in cars of different makes and types. In some they are bad enough to prevent normal conversation when travelling at certain speeds on certain types of road surface. In the majority it is fortunately not as bad as that, but noise need not reach this intensity before it can be defined as objectionable. For psychological reasons, however, a noise which is objectionable to one person may not be to another. To a certain type of enthusiast, what is still often called a Brooklands silencer and a 10in fishtail are essential to pleasant motoring, whilst the sound is sufficiently shattering to cause distress to more normal beings.

Again, it can be a matter of taste, and it may be said that if silence is desired then it must be paid for by buying an expensive car. But at the present stage of development it is almost impossible to buy a low- or medium-priced car possessing the same degree of freedom from road noise as a car in the equivalent price range before the war. However, the fact that the pre-war car did not suffer so prominently from road roar was largely an accident of design and it is not true to say that it is only because present-day engines and transmissions are so much quieter that this road noise now predominates. In fact, any extra virtues which new cars have in this respect are almost entirely negated by the increase in road noise.

Noise is high-frequency vibration and, as a general rule, vibrations at frequencies below 20 cycles per second cannot be heard, but they begin to be felt. Road roar is thought, by most of those concerned with the problem, to be caused by vibration of the air mass inside the body, excited by the body structure to which it has been transmitted from the road surface. Most noise in car bodies has been found to be at frequencies of between 50 and 300 cycles per second and if there is any peak it is usually between 100 and 150 cycles. But it must be remembered that low-frequency noises of this order tend to mask sounds of higher frequencies; it has been suggested, therefore, that if the low-



One of the few cars that use rubber at all points in the front suspension linkage is the Jowett Javelin. The bushes are of the Metalastik bonded cone type.

frequency road roar is reduced, the higher-frequency sounds from panel resonance or wind noise, for example, might then be more obvious; furthermore, these might be even more objectionable to the ear. Surely, if noise in cars is to be reduced at all, then the predominant low frequencies must first be dealt with and thereafter each sound according to its objectionableness and not necessarily its intensity. Obviously, cost must be the limiting factor, but the subject is being approached scientifically by both individual manufacturers and the Motor Industry Research Association and it is to be hoped that the solution to the immediate problem of reducing road roar will not prove too costly for inclusion in the low- and medium-priced car.

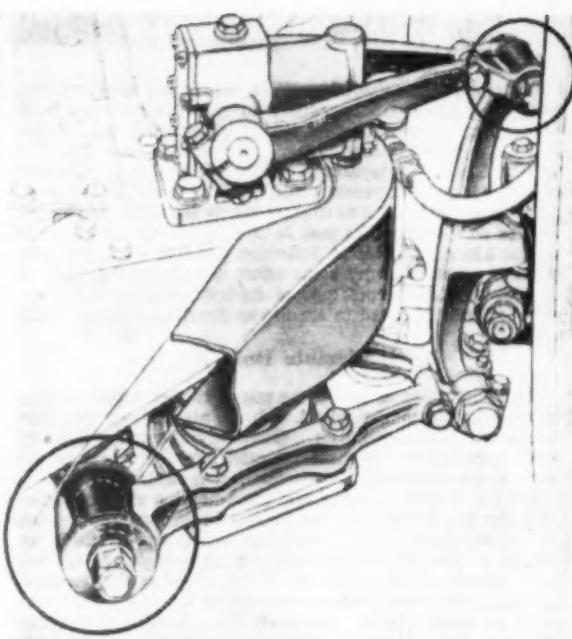
Whatever the solution, it is not going to be found easily, as will be appreciated from the following brief explanation of the main reasons for the noise increase since the war.

Combined Causes

No single item is responsible, but rather a combination of factors, all of which have come together in the natural development of the post-war car. The two main of these are, first, independent front suspension, or, more precisely, the replacement of the leaf spring, with its inherent damping characteristics, by the coil spring or torsion bar, both of which provide a direct metallic path for the transmission of high-frequency vibrations from the wheels to the chassis frame or body, unless some form of insulation is introduced. Secondly, there is the almost universal adoption of all-steel bodies and the development of the integral body and chassis construction. Cars of this latter type are the worst sufferers and it seems that the more homogeneous the structure, the worse the noise.

For cheapness, the quantity-produced car is designed to be made from the smallest possible number of pressings welded together. The welded joint provides a more direct path than the riveted or bolted joint; moreover, the fewer the joints in a body, the more effective sound box does it become. Since it is not economical to produce a separate all-steel body which contributes little other than, perhaps, some torsional stiffness to the chassis frame, the future trend in car design in all but the higher-priced quality cars is still further towards the use of unit construction. The problem of body noise, therefore, is likely to become even more serious than it is at present and for this reason research into the subject is of the utmost importance. A further reason for this urgency is the rapid increase in the use of the tarred coarse chipping type of road surface, this being one of the worst noise producers. But it is a surface with good non-skid characteristics when wet, and an extension of its use is therefore to be encouraged.

Incidentally, the problem of noise is an international one and is not confined to British cars; they are in many cases



The most common practice is to employ rubber in the outer end of the top wishbone and at the inner end of the lower arm, as on the Austin Sheerline.

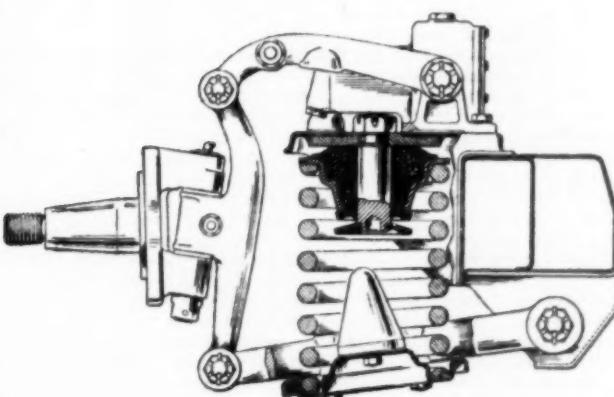
much quieter in this respect than many Continental and American models.

Before any effective steps could be taken by British manufacturers to reduce the noise level it was necessary to have some means of objective measurement of the noise. Subjective measurement by a panel of observers does not permit an accurate enough assessment of any improvements made by modification to the vehicle, and since it appears that the noise can be cured only by attention to a large number of detail points it is necessary to be able to measure the slightest change in intensity. A considerable amount of valuable work has been done by M.I.R.A. in developing a measurement technique and the difficulties involved will be appreciated from the following quotation from a Paper by Dr. J. R. Bristow, describing the work to the Institution of Mechanical Engineers.

"It is, therefore, almost axiomatic that overall noise level, that is, the summation of noise energy over the whole frequency range, as determined by simple noisemeters, can give but very limited information, since it takes no account of how the energy is distributed with frequency and, moreover, ear response is not only very non-linear with reference to frequency but also follows a logarithmic law with reference to loudness (it being a general physiological law—within certain limits—that sensation is a logarithmic function of the stimulus)."

One outstanding fact is that the frequencies at which most noise occurs are too low to be reduced by absorption within the body. The best cure would, therefore, be to prevent the transmission of these vibration frequencies into the structure; this should be done preferably as near as possible to the source, i.e., the road surface. A certain amount of faith is being put in rubber as an insulator, but rubber purely as rubber has no special virtues. According to the frequencies involved the rubber must possess certain characteristics, the main of which concern flexibility. There can be no better proof of this than that the tyre itself transmits the vibrations set up by the road surface into the vehicle structure. With regard to the possibility of the suspension itself absorbing the vibrations, it must be remembered that the noise is caused by frequencies above 50 cycles per second, and that the maximum natural frequency of any car suspension is in the region of 10 cycles per sec.

The nearest point to the noise source is, of course, in



To reduce the number of direct metallic paths for the transmission of road noise, the Silentbloc Frustacon coil spring mounting is used on the Rover.

The Noise Problem continued

the wheel itself. Rubber wheels, developed in Germany, have been tried experimentally in this country and have been found extremely effective in eliminating road noise. However, the German wheel, known as the Mantzel (described in *The Autocar* of March 28, 1952) was primarily developed as a suspension unit and, as such, is too complicated and expensive to employ purely as a noise eliminator. Its use as a suspension unit is at present restricted mainly by the limited amount of deflection possible. Nevertheless, there is no reason why some effort should not be made to develop a more simple type of rubber wheel in which the rubber is not intended to act also as the suspension medium.

Flexible Hubs ?

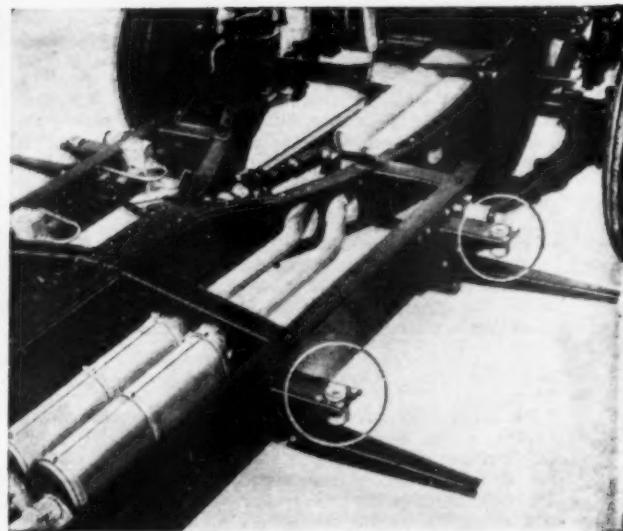
The next point at which the use of rubber might be considered is within the wheel hub. This has not yet been tried, but has possibilities. Obviously the main difficulty with introducing a flexible material into the wheel or any part of the suspension is to ensure that nothing is done to upset the normal steering and road-holding characteristics. It is for this reason that the rubber bushes commonly used in various parts of the suspension system are carefully designed to give limited flexibility at right-angles to the axis of the bush, whilst at the same time allowing the necessary torsional movement without increasing too much the resistance to wheel travel. Although these bushes were introduced in the leaf spring eyes and in the ends of front suspension wishbone arms to reduce the number of lubricating points on a car, they have been found to contribute much towards the reduction of body noise. But because of their limited flexibility it is mainly the higher frequencies from about 300 cycles per sec upwards that are affected.

Furthermore, in order to insulate completely the front suspension from the main structure, attention must be paid to all possible paths for the direct transmission of vibrations originating at the road surface. The introduction of a proprietary type of rubber bush between the top of the coil spring and the chassis frame has therefore also been found to reduce the noise level. But this again is not the complete answer, because the amount of flexibility possible in this bush also limits the insulation to frequencies above those which are most troublesome. Another point at which rubber is used is the mounting between the complete front suspension unit and the main structure where a form of unit construction is used. A greater degree of flexibility is possible here and the noise level can be appreciably reduced, but the actual position of the mounting in relation to the remainder of the vehicle, which is itself a complex flexible structure, is of considerable importance.

Body Mountings

One final point at which rubber may be employed is in the body mountings and this applies, of course, only to cars with a separate chassis and body. It might be thought that here at least sufficient flexibility could be given, but unfortunately the body has to contribute something to the overall strength of the vehicle. Generally, the stronger the frame, the greater can be the amount of deflection permissible in the body mountings. With the exception, therefore, of a few of the larger cars with frames of strong cruciform section, most rubber body mountings have insufficient deflection to prevent the transmission of frequencies below about 300 cycles per second.

Finally, some consideration should be given to the possible use of an independent front suspension system in which rubber is the main springing medium, because this is one of the most likely methods of reducing road noise to an acceptable level. Although a new single-decked bus, which may shortly go into production, is equipped with all-rubber suspension (that at the front being independent), it is not so easy to design a rubber i.f.s. unit for cars. Despite the fact that much lighter loads are involved, the same amount of wheel travel is necessary and this brings in the difficulty of producing a sufficiently flexible yet stable rubber unit. In



Another point at which rubber may be used for insulative purposes is in the body mountings, but this is not possible on cars of integral construction.

the heavy vehicle design a number of rubber discs loaded in shear and compression form the spring and if a unit of this type is scaled down for a car it behaves much the same as would a long thin coil spring and buckles under load.

Most of what has been said applies to noise coming from the front wheels, but it should not be inferred that no noise is transmitted into the body from the rear axle. The percentage is small, however, because the leaf spring with its rubber-bushed eyes is an effective damper; the spring dampers themselves are also mounted on rubber. As noise from the front wheels is reduced, that from the rear becomes more obvious, but the level of noise from the rear axle is not sufficiently high to be termed objectionable in the lower-priced range of cars.

Tympani

Little reference has been made to panel drumming and resonance because it is known that these are not the cause of the main noise. Neither is it difficult to cure such trouble. Most panels are curved and their natural frequency is therefore high, so that compositions such as Bittac and Undersel prove effective as deadening materials. If panel resonance were the main source of the noise it would be possible on test to pick out the frequency at which each panel moved, but this has not been found to be so by the M.I.R.A. research engineers.

Although body shape, and the position of the passengers' heads in relation to low-frequency sound waves within the body are of importance, any recommendations of a research department on this subject would probably not make any great impression on the stylists or sales department.

It is, perhaps, fortunate that the ear becomes so accustomed to any noise to which it is continually or frequently subjected that the noise is no longer consciously heard. But it is a fact that noise is fatiguing and that its presence in many modern cars has therefore some bearing on road safety. Furthermore, warnings of impending danger on the roads are frequently audible ones, and the hearing can be impeded by road noise within the vehicle and, in addition, temporarily dulled by it. For the benefit of the critics of car radio, the same does not apply, because the sound produced is of a totally different character; moreover, it has the completely opposite effect and keeps drivers' hearing more consciously alert. Incidentally, if a radio is in use, varying road noise intensities at different speeds and on different surfaces make necessary frequent adjustment of the volume control. "Fit a radio" is not, therefore, the simple answer to the noise problem.

JAGUAR WINS SILVERSTONE

(“DAILY EXPRESS” INTERNATIONAL MEETING)

Production Touring Car Race



ST STIRLING MOSS

Mk. VII Jaguar Saloon

Establishing new lap record
for touring cars at 76.36 m.p.h.

(Subject to official confirmation)



DAILY EXPRESS MEETING SILVERSTONE

INTERNATIONAL TROPHY RACE

1st FERRARI - - - - - Mike Hawthorn

PRODUCTION SPORTS CAR RACE

1st FERRARI - - - - - Mike Hawthorn

2nd FERRARI - - - - - Tom Cole

3rd ASTON MARTIN - Reg. Parnell

PRODUCTION TOURING CAR RACE

1st JAGUAR - - - - - Stirling Moss

2nd RILEY - - - - - G. H. Grace

(Subject to official confirmation)



and fuel by **SHELL**

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Plate Ethics

THE ethics of competition number display are fairly well known and accepted; but what are they in relation to rally plates? I was musing on this question the other day, because my car was decorated with them. On the comparatively rare occasions when this happens I never know quite what I ought to do about mounting them.

They are not, needless to say, competition number-bearing plates, and the nature of my rally duties usually means that I leave in advance of the actual start of the event. Ought I, therefore, to wait until zero hour for the competitors before mounting them? The trouble is that I do not give myself much time in which to do such things, and I dislike a scruffy mounting of the plates, which usually means that halfway through the event



Perishers.

they are hanging by a piece of string, if not missing. There is the alternative of covering them with hessian or brown paper, and ripping that off at zero hour. On the other hand, zero hour for me is when I begin the actual trip to fulfil my rally duties, such as they are.

Not minding very much what people think, I am afraid that I suit myself and mount the plates firmly the night before leaving on the event. I cannot be bothered to cover them up with something, but in return for the interest that they always arouse I drive with special decorum, so that none may say, "Another of those perishers speeding." After the event, the procedure is reversed (not the decorum).

♦ ♦ ♦

Affront

IT is always an annoying experience to be reprimanded by the police—or, for that matter, by members of the public who take it upon themselves to act in that capacity—when one is under the impression that one's driving is beyond reproach. It is even more annoying when one is told off for breaking a non-existent regulation.

A colleague was recently entering

London along Finchley Road, parts of which are badly lit; side lights, in these circumstances, are lost in the mass of street lights, shop windows and so on. He therefore drove with his head lights on, but in the dipped position. It was not long before an angry face leaned out of a police car and told him to "Turn those head lights off—don't you know that it's illegal . . . etc."

It is high time that a ruling was given on this controversial subject. The Road Research Laboratory (and others) recommend that, in conditions of poor street lighting, dipped head lights should be used in the interests of safety; where streets are fully lit, of course, a car with no lights at all is clearly visible.

♦ ♦ ♦

Corkscrew

THERE really is a sign—in the Sinai Desert, I am told—which reads, "Bends for the Next 40 Miles," so that Barry Appleby's illustration on page 532 of the April 26 issue was no exaggeration. Barry pitched his figure ten miles too low.

♦ ♦ ♦

Turbines

OF interest on a subject about which information is still scanty is this comment by the managing director of Power Jets (Research and Development), Ltd., to the Society of Engineers, on gas turbines.

Road Transport: Gas turbines are on their way into road transport. They can and will beat the diesel engine in many important respects. I deny the dogma that they will be uneconomic in fuel. This dogma presupposes a limitation (that of bad part-load performance) which is not inherent. I expect soon to see a gas turbine yielding good efficiency at 15 per cent to 20 per cent of its full power and only slightly less efficiency at 100 per cent. It will be—as I expect most fairly small units will be—a centrifugal-centripetal machine.

♦ ♦ ♦

Propaganda

I THINK nothing of a grim little poem by John Arlott, just published in book form and entitled "Death on the Road," for all its humour and good illustration. It is an attempt, says the blurb, to return to the broadsheet. In that case, say I, devote the attempt to trying to obtain safer roads, not to pointing a priggish moral about fast driving. "To John Betjeman," reads the dedication, "this grotesque drive which deplorably—even fatally—failed to allow for the appreciation of landscape or architecture." The appreciation of landscape and architecture does not, dear John Arlott, conduce to safe driving at any speed. Stick to cricket.

Officialdom

THE system whereby white coated and capped figures escort children over zebra crossings is admirable—unless it lulls the children into a sense of non-existent security. But the self-imposed and unofficial duty which some of these people perform—that of escorting grown-ups across under a notice bearing the ludicrous legend, "Danger, children crossing"—should cease.

♦ ♦ ♦

Tyres

I AM not convinced that the introduction of the fifth tyre into the change-round system is altogether a good thing; it seems merely to complicate matters. You are left, ultimately, with five tyres, roughly speaking equally worn. So you buy four and restart with a poor spare. Then what? Rotate four and arrive eventually at the *status quo ante* purchase? Presumably, but I don't care for the poor spare amongst such good company if you have a puncture early on. It is unbalancing and is one-quarter treachery.

The other way is to rotate four and leave a good spare, and the refinement on this, suggested by the service manager, is to let one tyre take the worst of it towards the end of its life by being used on the left-side front, then to buy one new tyre and to put that and the spare on the front wheels. You now have two good front tyres,



Change-round.

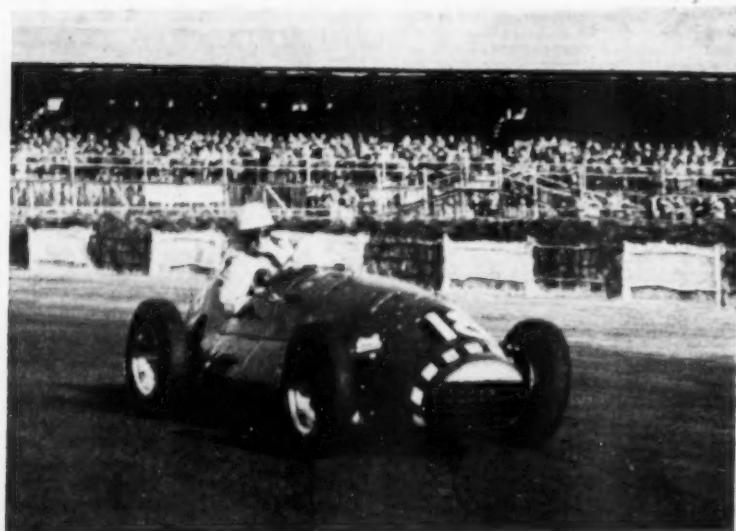
two poorish back ones and an equally poor spare. Thus the business end of the car is well protected, and even if the spare has to go on a front wheel owing to a puncture there are the limitations at the back to prevent one from being caught by it, the back being likely to slide first. Ultimately the poor spare is replaced by a new tyre, and when the back ones are in need of renewal one new one is bought, the new tyres go on the front, the fronts at the back, and a poor spare is left again to be ultimately replaced. But this way you need never get one weak link amongst four temptingly strong ones.



The start of the final of the International Trophy race, with Stirling Moss streaking away in the new Cooper-Alta to snatch a momentary lead from Wharton's Cooper-Bristol. They were, however, both passed by Hawthorn's Ferrari and de Graffenreid's Maserati after the first corner.

INTERNATIONAL SUNSHINE

BRILLIANT WEATHER ENHANCES GOOD RACING AT SILVERSTONE
INTERNATIONAL TROPHY MEETING

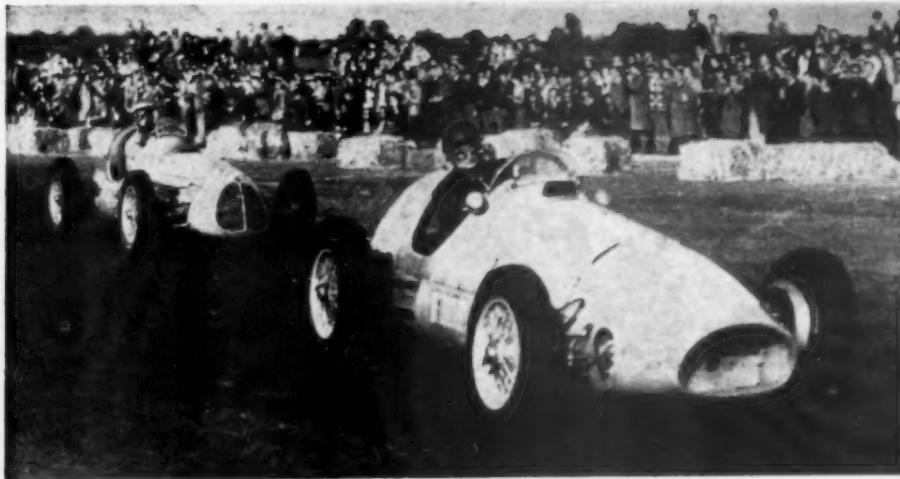


Roy Salvadori drove a fine race in the Connaught to finish second in the final ; here he is rounding Stowe Corner in front of the south grandstands.

ONCE again, the popularity of motor racing in this country was amply demonstrated last Saturday, when an enormous crowd attended the B.R.D.C. *Daily Express* International Trophy meeting at Silverstone. The weather was perfect, and an extremely fine day's racing ensued, in which the principal honours went to Kieft in the formula 3 race, Jaguar in the Production Touring Car race, and Ferrari in the Production Sports Car race and the main event, the International Trophy race for formula 2 cars. Other marques which achieved distinction in the production car events by class wins were Dyna Panhard, M.G., Bristol, Riley, Cooper-M.G., Cooper-Bristol and Aston Martin.

The victory of Stirling Moss in the touring car event was the more notable for the fact that two days beforehand this brilliant young driver had crashed badly while practising in a C-type

Further pictures appear on
pages 668-669



Baird's Ferrari leads Bira's Maserati into Stowe Corner in the International Trophy final.

Jaguar for the sports car event. Although he suffered from slight concussion and was very badly bruised and strained, he insisted on competing in all but the formula 3 event, achieving a second place in one heat for the International Trophy race in addition to his success in the Jaguar saloon—a great display of courage and nerve.

All in all, this meeting produced an excellent day's racing, with many closely fought battles and something of interest for the enthusiast for almost every type of racing. Although victory in the main event went not unexpectedly to the works Ferrari driven by Hawthorn, the Connaughts acquitted themselves very well to finish second and third, while Wharton's Cooper-Bristol also showed a fine turn of speed before trouble beset it in the final. Aston Martins are also to be congratulated on their fine showing in their unequal struggle with their larger-engined Ferrari opponents in the sports car race.

THE practice days for the meeting were full of interest. Surprisingly, the works Ferrari did not put up the fastest practice lap among the formula 2 cars,

being beaten by both de Graffenreid's Maserati (now fitted with the very latest 180 b.h.p. edition of the six-cylinder engine) and Wharton's Cooper-Bristol, now with preselector gear box and going faster than ever before. Kieft produced a new Butterworth-engined formula 2 car, but this was in trouble with roadholding problems, while Paul Emery's new Emery (with lined-down Aston Martin engine) was also not *au point*. Among the sports cars, Hawthorn's 4.1-litre works Ferrari was very fast indeed, while Moss was 2 sec per lap slower with the fastest Jaguar until his accident; this occurred at Abbey Curve, when the Jaguar got out of control as it crossed the change of surface at that point, spinning round and finally digging one wheel into the ploughed field and overturning. Moss was trapped underneath, his crash helmet being split open; he was taken to Northampton hospital, where he was found to be suffering from slight concussion, although miraculously no bones had been broken. Other excellent sports car performances were put up by the Aston Martins, Alan Brown's Cooper-Bristol and the new M.G.-engined Kieft sports cars of the Monkey Stable.

Packed stands, and the huge crowds which had gathered so very early, greeted the first of the day's competitors—the drivers in the formula 3 500 c.c. race. At first there was natural dis-

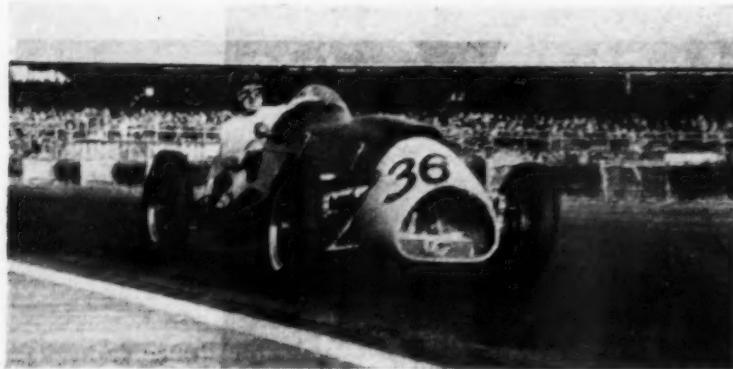
appointment when Moss (not fit enough to enter in every race in which he had planned to compete) was announced a non-starter, but the race proved so exciting from start to finish that nothing of this sort mattered after the fall of the flag.

Surprise man was R. G. Bicknell, with the Staride, which is now going very well indeed. In the first practice period he and Don Parker (Kieft) had achieved an equal best time of 2 min 3 sec (85.67 m.p.h.) and as the flag went down to start the race itself both tore away in front with D. A. Clarke pulling up well from the second row to get behind them, and E. Brandon, G. Wicken and C. Headland going well but separated from the leaders by a fair-sized gap. But by the end of two of the 15 laps Clarke was already making a pit stop and losing his chance of success, and Brandon had pulled right up with the two leaders, of whom Bicknell was now in front.

Another lap and it was Parker's red Kieft in front again, and these three cars were going round at a furious pace, steadily leaving the rest of the field. For two more laps this order held with S. Lewis-Evans fourth (after L. Leston went out of the running on the fifth lap), K. W. Smith fifth and D. Truman sixth. Alan Brown had retired on the third lap. At the end of seven laps Bicknell was back

Mike Hawthorn, hero of the day, brings the winning Ferrari round Abbey Curve in the final event, past a somewhat battered course-marking oil drum.





A low-angle shot of Ken Wharton in his very fast Cooper-Bristol on the apex of Stowe Corner ; he chased Hawthorn very hard in the second heat, but had trouble in the final.

INTERNATIONAL SUNSHINE . . . continued

in the lead, to be passed by Parker on Stowe Corner but to lead yet again by the end of the eighth. Brandon was still tight up in third place, and the race was developing into a three-man show, with S. Lewis-Evans and Don Truman having a battle of their own for fourth place well back.

Shot Bolt

So it went to ten laps, two-thirds distance, with the crowds realizing that they had achieved their object of seeing racing at its very best—for this was intensely exciting. But on the tenth lap Brandon, doing his utmost, spun round; and although he carried on without losing his place, the pace was much too hot for him to be able to offer any further real challenge to the other two. On the same lap Parker recaptured the lead and now the two leaders were going round almost touching at times. The next lap saw Bicknell in front again—and two laps later—the 13th—Parker was back in the lead! It was utterly impossible to make any forecast, for there was never more than length or two between them. At the end of the 14th lap, with just one to go, Parker held the lead, and as they hustled past the stands there was still no answer to the question "who would it be?"

And it was the red Kieft, with Bicknell no more than two lengths behind, over the finishing line.

RESULTS

Lap distance 2.927 miles
500 c.c. race (15 laps)
1. Kieft (D. Parker), 31m 14s, 84.54 m.p.h.;
2. Staride (R. G. Bicknell), 31m 15s, 84.25;
3. Cooper (E. Brandon), 31m 35s, 83.50;
4. Cooper (D. F. Truman), 31m 38s; 5. Cooper (S. Lewis-Evans), 31m 50s; 6. Kieft (C. Headland), 32m 5s; 7. Cooper (W. Sanderson), 32m 6s; 8. Cooper (G. W. Parker), 32m 8s; 9. Jackaroo (A. D. Gill), 33m 15s; 10. Wasp 500 (E. J. Moore), 1 lap behind. **Fastest lap:** Kieft (D. Parker), 2m 2s, 96.37 m.p.h. (All the above cars were powered with Norton engines.)

Next came the first heat of the International Trophy race, in which the starters included the Maseratis of de Graffenreid and Bira, the Ferraris of Tom Cole and Rosier, the Connaughts of Rolt, McAlpine, Claes and Scott-Douglas, the Cooper-Bristols of Gerard, Brandon and Jacques Swaters, Stirling Moss' Cooper-Alta and the works Gordini of Roberto Mieres.

Gerard jumped the start, and although he stopped immediately and waited for the field, he was penalized one minute for this offence. Moss and de Graffenreid reached the first corner together, but at the end of the first lap the latter had a definite lead, which he never looked like losing. But Moss clung on grimly, never being more than 8 sec behind and reducing the gap to less than five seconds at the end of the fifteen laps. Rolt and Bira duelled

for third place, the Maserati eventually pulling away; the Gordini fell out with engine trouble, and McAlpine took fifth place. So this was not too discouraging a result from the British point of view, although there was the probability that de Graffenreid could go faster, as he had not approached his best practice lap speeds.

International "Daily Express" Trophy

Heat 1 (15 laps):

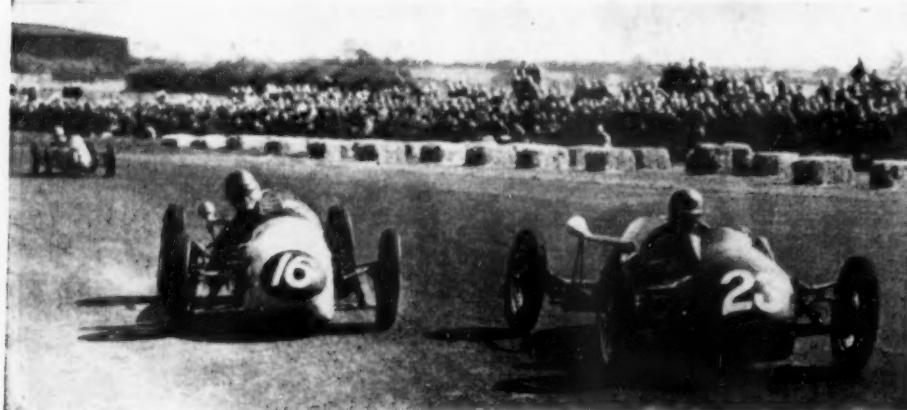
1. Maserati 1,986 (E. de Graffenreid), 28m 59s, 90.89 m.p.h.;
2. Cooper-Alta 1,991 (S. Moss), 29m 4s, 90.63;
3. Maserati 1,988 (B. Bira), 29m 21s, 89.75;
4. Connaught 1,960 (A. P. H. Rolt), 29m 27s; 5. Connaught 1,967 (K. McAlpine), 29m 54s; 6. Ferrari 1,980 (L. Rosier), 29m 55s. **Fastest lap:** tie between Maserati (E. de Graffenreid) and Cooper-Alta (S. Moss), 3m 54s, 92.45 m.p.h.

After the roar and tumult of the previous race, by way of a complete contrast the next event was a 17-lap race for production touring saloons. The field was divided into five classes, for cars ranging from the big 4,375 c.c. Allard of F. G. Curtis down to E. J. Newton's little 743 c.c. Renault; the classes were run off together and there were two non-starters.

At 12.30 p.m. the starter's flag dropped and the drivers sprinted across the track to the machines, which were lined up along the pits for a Le Mans-type start. Instead of being deafened by the noise the crowds continued to chatter as the cars moved off, with a good deal of tyre squeal. Stirling Moss, despite stiffness and bruises from his accident during practice, out-sprinted the lot and was away first to take the lead, which he held till the finish, in the Mark VII Jaguar; bringing up the rear was V. W. Derrington's little Renault, which was slow in starting. At the end of the first lap Moss came swishing round Woodcote leading Dunham's 3-litre Alvis; G. H. Grace's 2½-litre Riley was hard on his heels and the battle between these two—Dunham and Grace—for leadership in the 2,000-3,000 c.c. class developed into the highlight of the race.

Changing Fortunes

By the end of the third lap Moss had lapped Derrington's Renault; D. G. Dixon's Jowett Javelin was considerably bent around the front. Subsequently, in the tenth lap, he was shown the black flag and drew into the pits in the following lap. The Dunham-Grace duel was developing splendidly; first one and then the other took the lead with the following car just about as close as it was possible to get. Both were leaving the braking to



The feature of the formula 3 race was the duel between Bicknell's Staride and Parker's Kieft. Here they are going into Beckett's Corner wheel to wheel, with Brandon's Cooper some lengths behind.

Winner Stirling Moss in the Mark VII Jaguar saloon laps Sparrowe's fast Morris Minor as they come out of Woodcote Corner in the Production Touring Car race.



the latest possible moment and their combined cornering gave the crowds all the excitement they wanted. By the sixth lap the average speeds of both cars were 71.01 m.p.h., so close together were they, and Moss' average in the Jaguar was only 2.37 m.p.h. faster.

In the sixth lap, too, Gordon Wilkins' Dyna Panhard took the lead in the 750-1,100 c.c. class from L. Potter's similar car, which subsequently retired in the eighth lap, and Derrington's Renault came in for a brief pit stop; another eighth lap retirement was F. G. Curtis' Allard. By the eleventh lap Moss' average had increased to 74.26 m.p.h., and the combined Grace-Duchamp average to a little under 72 m.p.h. with only 0.5 sec daylight between the two cars. A further four laps put Grace in the lead by about a second and he held this position till the finish, though not without considerable and spirited efforts on Dunham's part to dislodge him. By now Moss had succeeded in breaking the lap record for touring cars, while G. Trouis' 1,221 c.c. Simca was getting slower and slower and sounding unhealthy. Tony Crook's handling of the Type 400 Bristol was beautiful. Unfortunately, though he was leading his class, he was penalized to the extent of one minute for jumping the start (literally, as he started running) and this lost him his position to P. D. Buckley's similar car.

Well in Front

So the race went on, with Moss steadily lapping the field until, at the finish, he had lapped all but three cars; the class leaders after the eleventh lap remained unchanged, and the enterprising driving of the three 2½-litre Rileys by G. H. Grace, A. P. O. Rogers and G. Gelberg won them a well-deserved team prize.

Production Touring Car Race (17 laps)

General Classification:

1. Jaguar 3.442 (S. Moss). 40m 7s. 74.42 m.p.h.
2. Riley 2.443 (G. H. Grace). 41m 4s. 72.995
(C. G. H. F. Dunham). 41m 12s. 4. Rover 2.443
(A. P. O. Rogers). 1. 6. Bristol 1.971 (P. B. Buck-
ley). 1. **Fastest lap:** Jaguar (S. Moss). 2m 18s.
76.30 m.p.h.

Class Results:

Over 3,000 c.c.: 1. Jaguar 3.442 (S. Moss).
40m 7s. 74.42 m.p.h.
1,501 to 2,000 c.c.: 1. Riley 2.443 (G. H. Grace).
41m 4s. 72.995 m.p.h.; 2. Alvis 2.995 (C. G. H. F.
Dunham). 41m 12s. 3. Healey 2.443 (A. P. Hitch-
ings). 1 lap behind.

1,501 to 2,000 c.c.: 1. Bristol 1.971 (P. B. Buck-
ley). 16 laps in 40m 30s. 69.38 m.p.h.; 2. Bristol
1.971 (T. A. D. Crook). 17 laps in 42m 9s (plus 1m
penalty); 3. Bristol 1.971 (W. D. Porter). 15 laps
in 40m 20s.

1,101 to 1,500 c.c.: 1. M.G. 1.250 (R. W. Jacobi).
15 laps in 40m 9s. 65.61 m.p.h.; 2. Jowett Javelin
1.499 (W. G. Wright). 15 laps in 40m 17s; 3. M.G.
1.250 (G. E. Phillips). 15 laps in 40m 25s.

750 to 1,100 c.c.: 1. Dyna Panhard 850 (G. Wil-
kins). 15 laps in 41m 5s. 62.95 m.p.h.; 2. Morris
Minor 919 (F. M. Sparrowe). 14 laps in 40m 10s;
3. Renault 750 (E. J. Newton). 14 laps in 41m 47s.

Team Prize: Riley team. G. Gelberg A. P. O.
Rogers G. H. Grace.

In the ensuing interval, Goldie Gardner made a demonstration run of two laps in his famous record-breaking M.G., accompanied on this occasion by a 1½-litre saloon M.G. (in the hands of M.G. technician Sid Enever) of the type in which Goldie had achieved over 100 m.p.h. on the Jabbeke motor road in Belgium three years ago.

Then came the second heat of the formula 2 race, and this brought out Mike

Hawthorn in the lone works Ferrari. Ranged against him were the Cooper-Bristols of Wharton, Bryde and Sander-son, Whitehead's Cooper-Alta, the Connaughts of Salvadori and Coombs, the Gordinis of Trintignant and Schell, the H.W.M.s of Macklin and Collins, and Baird's Ferrari (among others); this heat had 15 starters against 20 for the first heat, but was not to lack excitement on that score. Wharton and Hawthorn made all the pace, and although the Ferrari stayed in front throughout, Wharton at times was so close that Hawthorn never had any respite; the very dark green Cooper with the yellow nose was always at his tail to harry him. Whitehead went well, but Salvadori eventually passed him to finish third. Trintignant fell out with transmission trouble; Chironi's blue Osca went well, however, and took fifth place in front of Baird.

Heat 2 (15 laps):

1. Ferrari 1.980 (J. M. Hawthorn). 28m 25s. 92.81
m.p.h.;
2. Cooper-Bristol 1.971 (K. Wharton). 28m 24s.
92.75;
3. Connaught 1.967 (R. Salvadori). 29m 15s. 90.16;
4. Cooper-Alta 1.992 (P. Whitehead). 29m 25s. 5;
5. Osca 1.986 (L. Chironi). 29m 52s. 6. Ferrari 1.980
(W. R. Baird). 29m 41s.

Fastest lap:

Ferrari (J. M. Hawthorn). 1m 51s.
94.95 m.p.h.

Before the next event, a display of trick motor cycle riding was given in front of the pits by men of the Royal Signal Corps, who performed shattering and extremely dangerous-looking evolutions with apparent unconcern.

Four classes embracing most of the world's best sports cars made up the field for the 17-lap Production Sports Car race, started on the dot at 3.20. In the over 3-litre class were the works-entered Jaguar XK120C cars of Walker, Moss and Rolt, the works Allards of Sydney Allard and P. Fotheringham-Parker, more Jaguars, and the 4.1-litre Ferraris of Tom Cole and J. M. Hawthorn. On paper Hawthorn looked the most likely winner, with Moss the most likely challenger.

But in the 2- to 3-litre class were the works Aston Martins of Parnell, Collins and Duke, who were also possible for an outright win. In the 1,500 c.c. to 2-litre class were Wharton in the new Frazer-Nash coupe, a works entry, and Alan Brown and T. A. D. Crook in Coopers. And in the 1½-litre class were two Porsches, the Monkey Stable team of three of the new M.G.-engined Kieft sports cars, and F. C. Davis' very fast Cooper-M.G.

With the fall of the flag drivers raced to their cars in the Le Mans-type start, used so frequently in sports car events.

Moss was away first, but Hawthorn quickly took the lead in the Ferrari which he had driven in the Mille Miglia and stayed there through to the finish. Moss, obviously shaken up after his crash in practice, fell back rapidly—but Parnell really showed the paces of the 3-litre Aston Martin DB3 in its 1953 form. In two laps he was in second place, where he stayed until the eleventh lap, when Tom Cole pushed past with the 4.1 Ferrari, also fresh from the Mille Miglia—and even using the same set of tyres. Parnell, relegated to third, still pressed on, giving place to no one else. Team mate Collins took his cue, and, after a battle with Rolt's Jaguar, moved into fourth place. Although Duke fell out with clutch trouble this meant that Astons had achieved an impressive victory over the bigger Type C Jaguars, even if they were no match for the still bigger Ferraris. The Aston Martins, after all, were not even in the unlimited category!

Visiting the Bank

S. H. Allard was unlucky enough to hit the bank, damaging the tail of his car. He restarted with assistance but achieved only 11th place. In the 3-litre class, of course, the two Aston Martins were predominant, but R. Baird's 3-litre Ferrari was going well and he stayed off other opposition to take third in his class. In the 2-litre class, the position achieved by the Bristol engine was well demonstrated, for every entrant was using one. And none of the other drivers could catch Alan Brown, whose Bristol engine was Cooper-mounted. R. Salvadori, H. A. Mitchell and J. R. Stoop went particularly well to get second, third and fourth places in front of the works Frazer-Nash of Wharton.

The new Kiefts, in the 1½-litre class, although having similar engines to F. C. Davis' Cooper-M.G., could not catch Davis; but they managed second and third (J. C. C. Mayers and P. W. C. Griffith) in the class ahead of the Porsches. But the main thing, for the record, was the Ferrari - Ferrari - Aston - Aston - Jaguar-Jaguar-Jaguar result.

Production Sports Car Race (17 laps):

General Classification:

1. Ferrari 4.100 (J. M. Hawthorn). 53m 45s. 80.55
m.p.h.; 2. Ferrari 4.100 (T. L. H. Cole). 53m 59s. 80.55;
3. Aston Martin 2.922 (R. Parnell). 54m 11s. 8;
4. Aston Martin 2.922 (P. J. Collins). 54m 25s. 5;
5. Jaguar 3.442 (P. D. C. Walker). 54m 20s. 6. Jaguar
3.442 (A. P. Whitehead). 54m 59s. **Fastest lap:**
Ferrari (T. L. H. Cole). 1m 56s. 90.84 m.p.h.

Class Results:

Over 3,000 c.c.: 1. Ferrari 4.100 (J. M. Hawthorn).
53m 45s. 80.55 m.p.h.; 2. Ferrari 4.100 (T. L. H.
Cole). 53m 59s. 80.55; 3. Jaguar 3.442 (P. D. C. Walker).
54m 29s.

C. G. H. F. Dunham comes out of Woodcote Corner in the 3-litre Alvis saloon in which he duelled for much of the touring car race with Grace's 2½-litre Riley, the eventual class winner.



INTERNATIONAL SUNSHINE continued

5,001 to 3,000 c.c.: 1. Aston Martin 2.922 (R. Parnell), 34m 11s, 87.39 m.p.h.; 2. Aston Martin 2.992 (P. G. Collins), 34m 25s; 3. Ferrari 2.995 (R. W. Baird), 35m 20s.

1,501 to 2,000 c.c.: 1. Cooper-Bristol 1.971 (A. Brown), 35m 17s, 84.61 m.p.h.; 2. Frazer-Nash 1.971 (H. A. Salvadori), 35m 49s; 3. Frazer-Nash 1.971 (H. A. Mitchell), 16 laps in 35m 55s.

1,101 to 1,000 c.c.: 1. Cooper-M.G. 1.467 (F. C. Davis), 16 laps in 35m 86s, 79.50 m.p.h.; 2. Maffei 1.467 (P. C. G. Maffei), 15 laps in 34m 18s; 3. Maffei 1.467 (J. C. G. Maffei), 15 laps in 34m 31s.

Team Prize: Ferrari team: J. M. Hawthorn, T. L. H. Cole, R. W. Baird.

Now—after the Metropolitan Police Band had played to the spectators in the pits and main grandstand area—came the eagerly awaited final of the main event. In this there were 27 starters, three short of the maximum permissible number; the front rank of the grid was composed of Hawthorn (Ferrari), Wharton (Cooper-Bristol), de Graffenreid (Maserati) and Moss (Cooper-Alta), with Salvadori (Connaught), Bira (Maserati) and Whitehead (Cooper-Alta) immediately behind them. Trintignant took over the wheel of Schell's Gordini, the sole surviving representative of the French *marque*.

The two-minute board was raised, and engines burst into life. One minute—and Kenneth Evans mounted the starter's

dais. Tension grew as the seconds ticked by; the flag was raised, to hang for what seemed an unbearably long time—and de Graffenreid jumped the start, as Gerard had in his heat! He stopped instantly, to be engulfed in the rush as the flag fell and the field shot away, but nevertheless he, too, had earned a one-minute penalty.

Breakaway

But for the present he was all unconscious of this fact. Moss had made a wonderful start with the Cooper-Alta, beating the field to the bridge by a clear length; next came Wharton, then Hawthorn and de Graffenreid. But round Copse Corner, the power of the Ferrari told on acceleration, and Hawthorn took the lead. Down they swept to Stowe, and now de Graffenreid, thoroughly roused, was pressing Hawthorn hard, to pass him on the run up and round Club and lead at the end of the first lap; then came Hawthorn, Trintignant and Moss, with Wharton pressing hard. Very hard, for on lap 2 he was fourth and next time round he was third; meanwhile Moss, worried by oil

in the rear brakes, gradually dropped back behind the Connaughts of Salvadori and Rolt. On the fourth lap Hawthorn seized his chance and passed the Maserati, to lead by a couple of lengths and hold that position. Eight laps, and it was Trintignant's turn to provide the excitement; as the Gordini drifted round Woodcote, the left-side rear hub broke in two, and the wheel flew off, hitting the bank, clearing the rows of spectators and making an unauthorized entrance into a refreshment tent, where it slightly injured a spectator. Trintignant skilfully held the resultant slide and brought the car to rest on the grass opposite the pits.

Gesture

On the sixteenth lap de Graffenreid realized from a pit signal that he had been penalized for his starting misdemeanour; incensed, he brought the car in, vaulting over the pit counter and announcing his retirement in protest. At the same time Chiron came in while lying seventh, to retire with a split fuel tank on the Osca. From then on the race lost much of its excitement; Hawthorn, now securely in the lead, was content to maintain his position between 10 and 20 sec ahead of Salvadori, who had passed Wharton when the Cooper-Bristol's engine lost its crisp note—possibly the result of a bent valve. After 22 laps Rolt, too, passed Wharton, and Bira also got by before the end. Moss held sixth place for most of the race, but had to make a surprising and unforeseen pit stop for fuel after 29 laps; carburation difficulties with the new and almost untried car had resulted in a fantastically high fuel consumption. In the circumstances, to take on a five-gallon churnful and get away again in 12 sec was remarkably good—but it cost him three places. Towards the end, Bryde's Cooper-Bristol broke a fuel pipe and caught fire, the driver being slightly burned about the face.

So Mike Hawthorn came triumphantly home to score a well-deserved victory at a very high average speed, followed by the Connaughts of Salvadori and Rolt. A good race, and a fitting climax to a good day; and then came the business of leaving Silverstone, which for most people proved far more difficult than reaching it in the morning. The crowds were such that the tightly packed queues in the exits did not clear until nine o'clock; but even this could not dim most people's enjoyment of a fine day's sport.

International Trophy Final (35 laps):

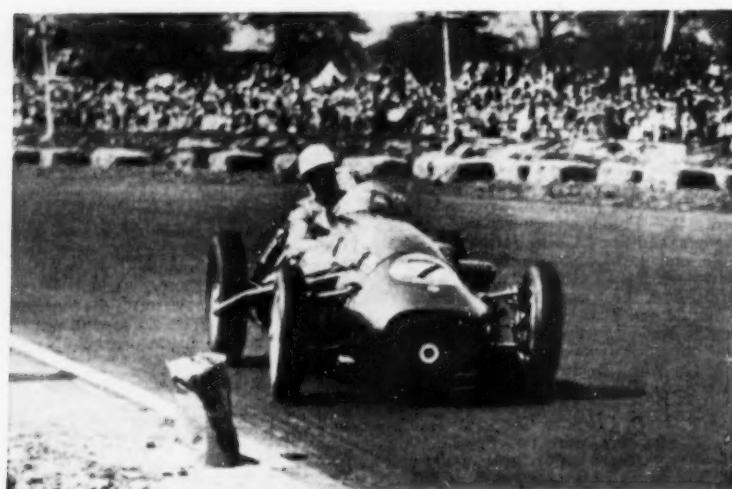
1. Ferrari 1.980 (J. M. Hawthorn), 1h 6m 36s, 92.29 m.p.h.
2. Connaught 1.967 (R. Salvadori), 1h 6m 46s, 92.02.
3. Connaught 1.960 (A. P. R. Rolt) 1h 7m 18s, 91.35.
4. Maserati 1.988 (B. Bira) 1h 8m 13s; 5. Cooper-Bristol 1.971 (K. Wharton), 1h 8m 27s; 6. Cooper-Bristol 1.971 (F. R. Gerard), 1h 8m 50s; 7. Connaught 1.967 (K. McAlpine), 1 lap behind; 8. Cooper-Alta 1.932 (P. Whitehead), 1h 9m 10s; 9. Cooper-Alta 1.998 (D. Maffei), 1h 9m 10s; 10. Ferrari 1.960 (L. Rossetti), 1h 9m 10s; 11. H.W.M. 1.960 (P. J. Collins), 1h 12m 10s; 12. H.W.M. 1.960 (J. D. Hamilton), 1h 13m; 13. Ferrari 1.980 (W. R. Baird), 1h 14m; 14. Cooper-Bristol 1.971 (N. Sanderson), 2h 15m; 15. Connaught 1.967 (J. Gaze), 2h 15m; 16. Cooper-Bristol 1.960 (S. S. Staters), 2h 16m; 17. Connaught 1.960 (E. Brandon), 2h 16m; 18. Cooper-Bristol 1.971 (E. Brandon), 3h 19m; 19. Turner 1.960 (J. H. Webb), 3h 20m; 20. H.W.M. 1.960 (F. G. Curtis), 6h 21m; 21. D.S. 1.996 (C. G. H. F. Dunham); 4. *No start:* Maserati 1.988 (E. de Graffenreid), Gordini 1.988 (L. Macklin), H.W.M. 1.960 (J. M. Chiron), H.W.M. 1.960 (L. Macklin), H.W.M. 1.954 (H. A. Richards), Cooper-Bristol 1.971 (A. M. Bryde). **Fastest lap:** Tie between Ferrari (J. M. Hawthorn) and Maserati (E. de Graffenreid), 1m 51s 94.93 m.p.h.

Winners' Equipment

1. **Ferrari:** Shell fuel and oil; Weber carburettor; Pimac fuel pump; Champion plugs; Marelli ignition; Houdaille spring dampers; Pirelli tyres; Bonzani wheels; Ferodo brake linings.

2. **Connaught:** Shell fuel and oil; Albion Traversa fuel injection; Plessey fuel pump; K.L.G. Dutton; Scintilla ignition; Armstrong spring dampers; Dunlop tyres; Connaught wheels; Ferodo brake linings.

3. **Connaught:** As above except for Amal carburetor; AC fuel pump and Lodge plugs.



Stirling Moss corners close in at Club Corner in the Cooper-Alta during the first heat of the International Trophy, in which he took second place to de Graffenreid's Maserati. He was ninth in the final.



2½ Litre Saloon SILVERSTONE SUCCESS

in the International Production Touring Car Race

FIRST CLASS D
2,000 to 3,000 c.c.

G. H. GRACE

SECOND In General Classification
G. H. GRACE

TEAM PRIZE

G. H. GRACE · A. P. O. ROGERS · G. GELBERG

ALL driving 2½ litre RILEYS



FIRST CLASS F
1,100 to 1,500 c.c.

R. W. JACOBS

THIRD CLASS F
1,100 to 1,500 c.c.

G. PHILLIPS

(Subject to official confirmation)



K·L·G

sparkling plugs

are standard equipment
on the new

Bristol

403

Saloon



one of **SMITHS** accessories for better motoring

• • • • •

NEWS and VIEWS

Bristol 403 Price

WHEN the new Bristol 403 saloon, described on pages 670-673 in this issue, was first shown in London on Tuesday, the basic price was announced as £2,100, subject, on the home market, to purchase tax of £876 2s 6d.

Humber Prices

PRICES of the new Humber Pullman limousine and Imperial saloon, described in the issue of May 8, are £1,395, plus £582 7s 6d purchase tax, making a total of £1,977 7s 6d. The power-operated division of the Pullman limousine costs £65, plus £27 1s 8d purchase tax, total £92 1s 8d.

Powder Blades?

POWDER metallurgy may come to the aid of small gas turbines suitable for vehicles, interesting experiments having been carried out by forming blades by this method with internal holes for air cooling. An increase of 270 deg C in the maximum temperature for such blades has been achieved, an indication of the promise of air cooling.

Blade manufacture and life are two of the most intractable problems to be solved in gas turbine technology.

Jam Tomorrow

THE incomplete major road schemes will be restarted without delay, and plans exist for a large number of new schemes for road improvement throughout Great Britain which will be put in hand quickly. Thus said the Parliamentary Secretary to the Ministry of Transport in the House of Commons last week.

The fly in this exhilarating ointment is that such work will be undertaken only



Sir Bernard and Lady Docker wish *bon voyage* to the first of the new Daimler Conquest saloons leaving the factory. Plans for the Daimler Regency are described in a paragraph below.

if a rapid changeover from defence expenditure to social expenditure proves necessary. Motorists will ask why, in these days of mechanized armed forces, expenditure on roads should be only an alternative to expenditure on "defence."

Scotland Road Book

AN entirely new publication from the Automobile Association does for Scotland what the Automobile Association Road Book for England and Wales already does in its own sphere. These road books are practical guides which give the motorist everything that he wants, and an example of such facilities in the road book of Scotland is a combined glossary of technical terms of Gaelic and Norse words which is inserted at the end of a gazetteer section containing two thousand entries. The book costs 12s 6d and is available to A.A. members only.

The Daimler Regency

WHEN the new 2½-litre Daimler Conquest, of which a full description and Road Test appeared in the last issue, was shown to distributors and dealers at the Daimler works at Coventry last week a special statement was made by Sir Bernard Docker, chairman and managing director of the Daimler company, regarding the 3-litre Regency model. This, it will be recalled, was introduced at the

1951 London Show, but is not yet available to the public. Sir Bernard Docker took the opportunity of stressing that armaments work undertaken by suppliers had interfered with the production schedule of the Regency body, and that as a result the dates forecast for the availability of this model had not materialized.

It had now been decided that the Regency would be reintroduced in an entirely up-to-date form, with a completely redesigned body and a larger engine, ready for launching comparatively early in 1954. In the meantime complete review of the chassis has been undertaken, with the aim in part of giving a higher performance and really modern lines.

As stated in *The Autocar* last week, the price of a radio in the Daimler Conquest is £38 1s 6d. This does not, however, include purchase tax, which is an addition of £15 17s 3d.

A.A. Airborne

ON Wednesday, May 6, the A.A. arranged a demonstration flight from the Midlands to Le Touquet to illustrate the benefits to motorists of an air ferry on this route. The idea is very sound, because holiday motorists bound for the Continent from the Midlands and the north of England lose a useful amount of time on the two-way journey between their homes and the ports or airports in the south of England.

It is to be hoped that the demonstration will stir up sufficient enthusiasm to smooth the way to its inauguration.

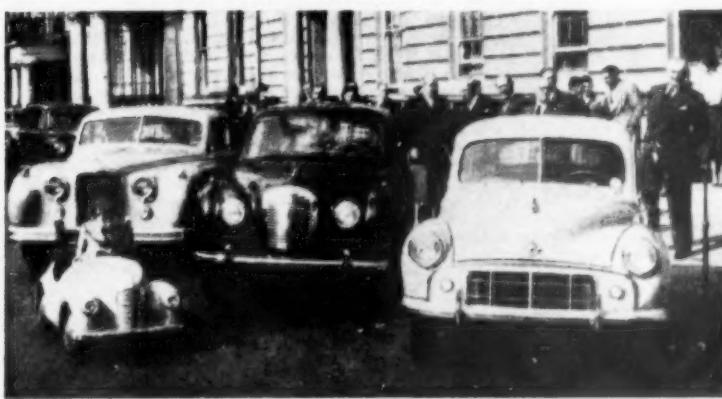
Cars for U.S. Charity

ON May 7, the U.S. Ambassador, Mr. Winthrop Aldrich, took delivery of four British cars on behalf of the American Heart Association. The cars are a Coronation gift from their manufacturers—Austin, Jaguar and Morris—and are an Austin A.40 saloon and a children's car, a Jaguar Mark VII saloon and a Morris Minor four-door saloon.

They will be displayed in New York and then raffled. The money will help research into heart disease, which causes more deaths in the U.S.A. than the next five causes of death together.

1½ Per Cent

DOGS on the highways were held to be the primary cause of 2,596 accidents in 1952, during which year there were 171,757 personal injury accidents. This figure is 1½ per cent of the total.



All four of these cars have been given to the American Heart Association by their manufacturers (see accompanying paragraph).

NEWS and VIEWS

continued

Glass Election

THE chairman and managing director of the Triplex safety glass company, Sir Graham Cunningham, has been elected to the Livery of the Worshipful Company of Glaziers and Painters of Glass. He is also chairman of a company manufacturing stained glass and table glassware.

Spring Golf

AT the spring meeting of the Motor Trades Golfing Society, held at Stoke Poges on May 7, first prizes in the morning round were won by W. F. Davies (division one), L. W. Anderson (division two), and E. F. Marston (division three). Winners of the afternoon foursomes were A. Gough and R. J. Nauen.

Vauxhall Additions

OWNERS of current model Vauxhalls can now obtain two new accessories. One is a lock kit which converts the standard filler cap into a locking cap, the keyhole of which is covered to prevent contamination of the lock. It costs 15s 9d.

The second is an electric facia clock which, on Vauxhalls with radios, is mounted in the glove box lid. Where there is no radio it occupies the loudspeaker grille position. Price of this is £5 9s 9d and both accessories are available from Vauxhall dealers.

S.M.M.T. Officers

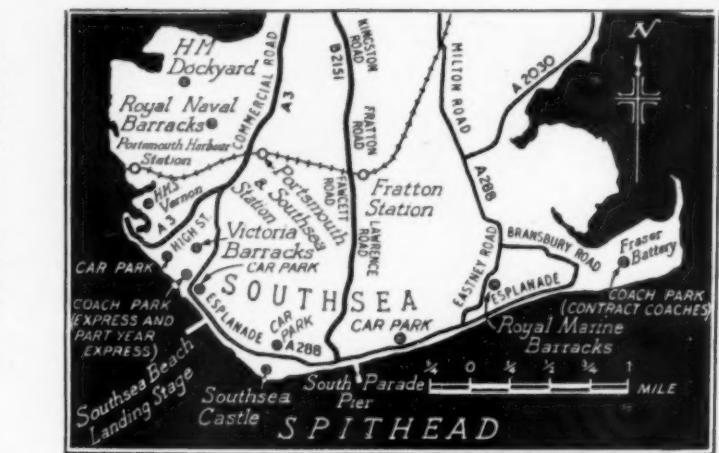
THE chairman of A.C.V. Sales, Ltd., Mr. W. R. Black, has been elected president of the Society of Motor Manufacturers and Traders in succession to Mr. Henry Spurrier, who now becomes deputy president. Mr. Black became chairman of A.C.V. Sales in November, 1952, and among other directorships he is managing director of Park Royal Vehicles, Ltd. He has been treasurer of the Society for the



Mr. W. R. Black.

past five years, that office now being taken over by Major-General J. S. Crawford, C.B., C.B.E., a director of Guy Motors, Ltd.

Re-elected for a further term as vice-presidents are Dr. F. Llewellyn Smith, director and chief executive of the car division of Rolls-Royce, Ltd., and Mr. A. B. Waring, chairman and managing director of Joseph Lucas (Industries), Ltd.



Car parks prepared for visitors to the Coronation naval review, in the Portsmouth-Southsea area, are shown in this map. (See paragraph below).

Spithead Review

EXTENSIVE traffic arrangements have been made for the naval review by Her Majesty the Queen at Spithead on Monday, June 15. Car parks will be controlled by Associated Car Parks, Ltd., 328, Brixton Road, London, S.W.9, to whom requests for reservations may be addressed. Parking will be forbidden on or near the sea front, and no private vehicles will be allowed to travel along the Esplanade.

Portsmouth and Southsea car parks are shown in the accompanying map, and the charge for cars will be 2s 6d. Arrangements are being made for provision of refreshments.

Traffic will be directed to Portsmouth for the review by the usual temporary traffic signs that are erected for such occasions by the motoring organizations.

Under the Influence

DURING 1952, 2,567 convictions were obtained for driving or being in charge of a motor vehicle while under the influence of drink or drugs.

New Policy

A NEW type of insurance cover for motorists has been put into operation by Sasserath, Alfred and Company, 199, Piccadilly, London, W.1. This is a firm of insurance brokers, and new policies are being underwritten by the Dominion insurance company. They are an addition, not an alternative, to existing cover. Should a car be damaged by an unknown third party or stolen the new policy provides expenses incurred in hiring alternative transport.

THE SORRY INSURANCE TALE

THIS is the season of the year when the insurance companies issue their accounts of the twelve months' trading to December 31. It is early yet to try to summarize them, but despite the premium increases the results look to be disappointing and company chairmen are complaining about the situation in their annual addresses to shareholders. The bad results are not confined to Great Britain. In all parts of the world motor business is the sickly child of the accident accounts. No doubt there will be certain exceptions to the steady tale of losses. Some companies manage to make a profit, presumably by selection, but it is the broad trend that is important.

Since the end of the 1939-45 war there have been only two years when the tariff offices have earned a profit on motor insurance; in 1948 and 1949. This then amounted to £2,949,665 out of a premium income of £83,118,868. There have been four other years when the tariff offices have incurred a total loss of £10,012,194, and 1952 looks as though it may add to the sum.

It is interesting to note that the amount paid in claims in 1951 (£53,495,635) exceeded the entire premium income of any year before 1949. In a period of

inflation insurers always find that claims rise more rapidly than premium incomes. This is understandable as premiums are fixed in advance, but claims arrive later.

It will take many years, even with a favourable turn such as declines in repair costs, before this net £7 million loss figure can be absorbed by profits. Office expenses have already been cut by the insurers in an effort to better the figures, and not much further saving can be expected there or in commissions. It is not expected that any further drastic action will be taken in 1953 as regards premiums.

The non-tariff group of offices, let it be added, has shown slightly better results in the past. They even achieved a profit in 1950 when the tariff offices recorded a loss. But in 1951 they, too, lost £358,888 after taking £35,621,527 in premiums.

How much would the cure be assisted if only roads adequate for the traffic could be provided. And what incalculable losses industry and everyone in the country are suffering, both financial through delays and in personal tragedies as the result of accidents, by reason of the failure to create the facilities for the machines which designers and producers have made available.



No. 1497 : M.G. MIDGET
SERIES TD
TWO-SEATER

Though the body is wider, nowadays giving ample elbow room for two passengers, the familiar lines of the Midget are preserved. Bumpers with substantial over-riders cater for the relatively large overseas market that the car enjoys.

The Autocar ROAD TESTS

FEW cars, if indeed any, can claim to have fostered enthusiasm for sports cars to the extent that the M.G. Midget has done. In April, 1929, the first of these cars, a Series M Midget, left the M.G. works and started a line of small sports cars which, under various type letters, but always with the suffix Midget, has continued unbroken to the present day. Many different models have made up this succession; some, notably the Montlhéry J4, Q and R types, were out and out racing cars, but their less stark and highly tuned counterparts, too, have been competing in races, rallies and trials ever since.

It is likely that a car with a lineage of this sort should possess qualities in handling and performance that are out of the ordinary; the relatively large market for the current model, the Series TD Midget, in America is evidence of this fact, and the car can claim to have played a fair part in the present rapid growth of enthusiasm for sports cars amongst the American public. That this model has continued virtually unchanged since it was introduced early in 1950, and has lost none of its popularity, is further evidence, if such were needed. It is interesting to try to analyse the points which, collectively, make the TD such fun to drive.

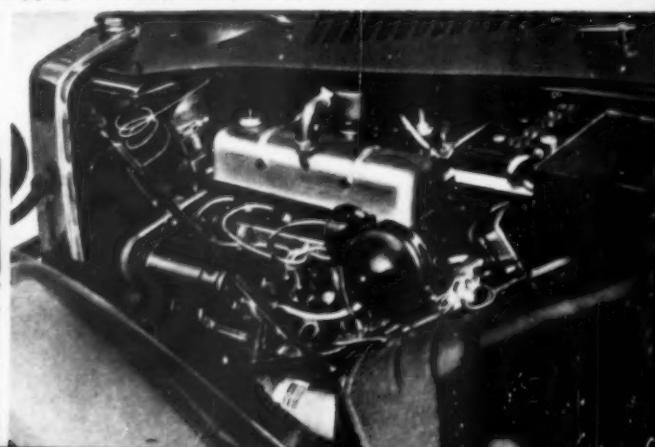
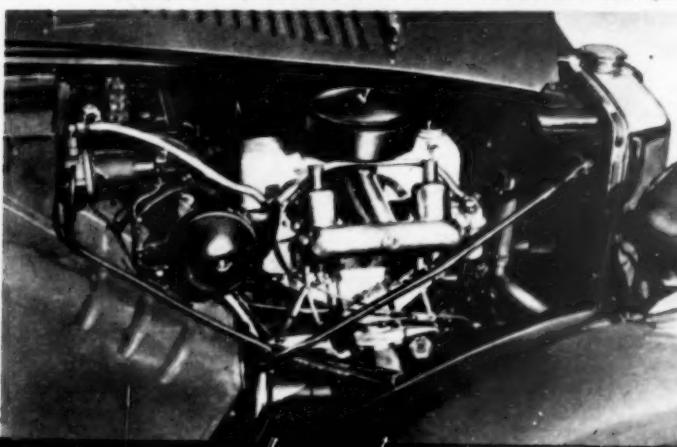
The feel of the car on the road inspires confidence and there is the impression that even an indifferent driver could make a good showing behind the wheel; however long the journey, the actual driving of the car is beguiling all the way. In traffic its small size and good visibility make it very manoeuvrable and the flexibility of the 1½-litre engine is such that one can trundle along at 10 m.p.h. on top gear, using the lively acceleration on third and second gears to pass through comparatively narrow openings in the traffic. For the daily shopping it could not be more convenient; its small size and good steering lock make parking an easy matter.

Accessibility at its old-time best. Regular maintenance of the auxiliaries and components of the 1½-litre engine is encouraged by neat layout. Dipstick, oil filler, oil-bath air cleaner, distributor, sparking plugs, fuel pump, battery and tool boxes are all accessible.

The high-gearaged rack-and-pinion steering is light, accurate and sensitive, and small movements of the wheel produce a quick response. On the open road it is necessary only to hold the wheel very lightly, and long, fast bends are taken more by leaning the body into the corner than by steering round it. A slight tendency to oversteer at the recommended tyre pressures, particularly with a full tank, was cured by increasing the rear pressures to 20 lb. One of the few major departures from the design of the earlier cars lies in the front suspension, which is independent, using coil springs and wishbones; leaf springs are used at the rear, though not of the short, stiff variety on the Midget's forebears. In operation, the suspension is sufficiently stiff to reduce roll on corners to a minimum and it gives a comfortable ride over rough surfaces, though there is a certain amount of vertical motion over roads with undulating bumps.

Speeds up to 65 m.p.h. are reached easily and a cruising speed of 60-65 m.p.h. can be maintained whenever conditions allow. Above these figures, however, the increase is slower and to reach 75 m.p.h. on the slightly flatter speedometer requires a fair length of road. With the wind-screen flat and only the driver in the car a true speed of 78 m.p.h. was reached on two occasions on level ground. Without unduly stressing the engine or the driver it is possible to put upwards of 45 miles into the hour in normal road conditions. Main road hills are taken easily on top gear and it is very seldom indeed that it is necessary to drop below third gear for gradient alone. For normal use the top gear ratio of 5.125 to 1 is about right, but for extensive main road driving, particularly on the long straight roads of Europe, one feels that a slightly higher gear would be useful.

The gear box, with synchromesh on second, third and top,



ROAD TEST continued

and its short, remote control, central lever, are a joy to use—to such an extent that one tends to use third gear more than one needs. For normal purposes the synchromesh is adequate but, in the conditions of recording the performance tests where full use of the performance was made, it was quite easy to override it. In this connection, too, it was found that, in taking the acceleration figures, when full-throttle gear changes were made there was a tendency for the clutch to spin. In a car of this type which is bound to be used in competitions by many owners, stronger clutch springs would be an advantage; this would be particularly necessary in a car which had been subjected to the stage-by-stage tuning which can be carried out under the guidance of the M.G. company and which was fully detailed, with its results, in *The Autocar* of July 18 and 25, 1952.

The Lockheed hydraulic brakes, with two-leading shoes at the front and leading and trailing shoes at the rear, are amply adequate to the car's performance. Heavy pedal pressures are not required and, as a test, the brakes will stop the car in a straight line from 50 m.p.h. with the driver's hands off the wheel. There was no sign of fade in the arduous conditions of the test, and after extensive use both while taking the performance figures and during many miles of normal motoring, they did not deteriorate nor did the pedal travel increase to any great extent.

Noise Levels

Mechanically, the engine is agreeably quiet and the exhaust note is subdued and pleasant; even on the intermediate gears between high buildings there is no back echo. Inevitably there is a certain amount of wind noise in an open car at high speeds, but this is not worrying and conversation can be maintained without the need to shout; gear noise is confined to a pleasant whine on the intermediates. The engine starts easily from cold and the mixture control is required only for the initial start. It is sensitive to fuel and, on a low-grade diet, it pinks readily. At speeds not exceeding 50 m.p.h., maintained over a long run, the fuel consumption worked out at a little under 30 m.p.g.

The driving position is good and the seats are adjustable—together, not separately, because of the one-piece back rest—to an extent to suit drivers of widely different heights; the steering column, too, is adjustable for individual reach. Space is rather cramped round the pedals and there is barely enough room for the left foot when it is not on the clutch pedal. Both front wings are visible from the driving seat,

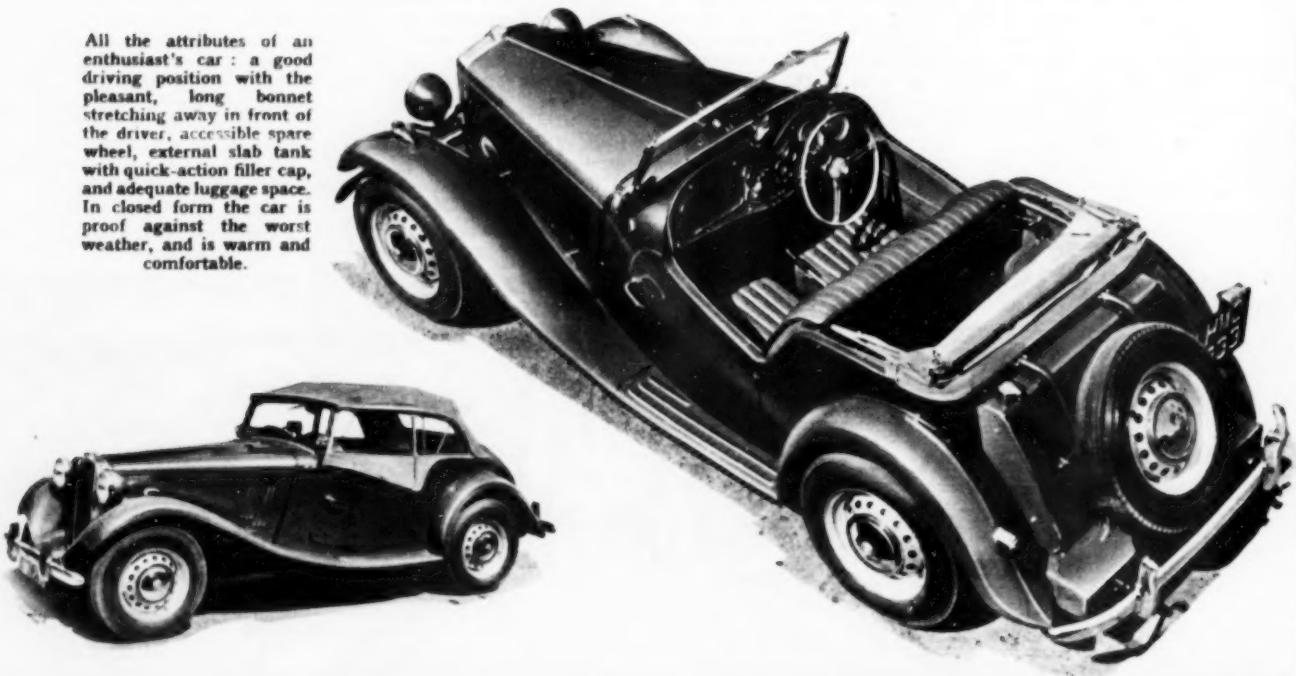
All the attributes of an enthusiast's car: a good driving position with the pleasant, long bonnet stretching away in front of the driver, accessible spare wheel, external slab tank with quick-action filler cap, and adequate luggage space. In closed form the car is proof against the worst weather, and is warm and comfortable.



Still undisguised, the radiator has changed little since the days of the first series M Midgets; the flat, octagonal filler cap is functional, not just ornamental.

though the left wing view is in line with the driving mirror. The 5in speedometer and revolution counter dials are directly in front of the driver, though it is felt that they could both be moved over to the right, as the higher readings on the speedometer are hidden by the rim of the steering wheel. On a panel in the centre of the facia are grouped the remaining instruments: a combined radiator thermometer and oil pressure gauge, ammeter, horn button, lighting and starter switches, mixture control, rheostatically controlled facia lighting switch, ignition warning light and a green light which warns the driver when the level of fuel in the tank drops below 24 gallons; a fuel gauge is not fitted. There is an additional switch for a spot lamp if one should be fitted, though such a lamp is not standard. There is a deep cupboard in front of the passenger, though its lid is not lockable; upholstery and interior trim are in leather and the seats are comfortable, well padded, and give ample support to the extent that, after a long drive, no signs of stiffness are felt. The windscreen wiper motor is placed at the top of the fold-flat windscreen, in front of the passenger, and the twin blades clear a wide area of the screen. At high speeds, with the blades in the parked position, and occasionally when they are in operation, the blade on the driving side disappeared above the screen; a stop to prevent this would be valuable.

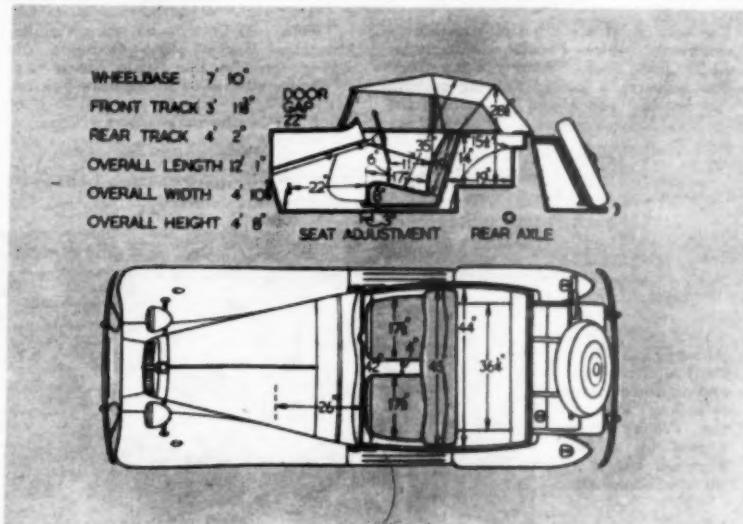
The weather equipment, once in position, is excellent and free from draughts and rattles, and the side screens are rigid and fit well; soon after raising the hood the interior becomes almost as warm and comfortable as that of a convertible. At high speeds the canvas of the hood vibrates and produces a fair amount of noise, but the side screens remain well



fitting and they do not flap. The hood and side screens take a fair time to un-stow and erect; against this, however, must be balanced the pleasant thought that, in fine weather, one has the joy of driving along in the sunshine and, given warning of the weather's more obscure moods, one has first-class protection available against them. Adequate luggage space for two large suitcases is provided behind the seats and it is fully protected by the hood.

The double-dip head lights give a good beam which is adequate for any speeds within the car's range; a conveniently placed dip switch lies to the left of the clutch pedal. In general, the finish of the car is first-class and in keeping with the better traditions of British craftsmanship and quality-built British cars. A minor criticism in this connection is that the washers under the chromium-plated screws on the apron in front of the radiator are inadequately plated, if indeed at all, and rust very quickly.

M.G. MIDGET SERIES TD TWO-SEATER



Measurements in these $\frac{1}{16}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION : from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	5.125	7.098	10.609	17.938
to 1	to 1	to 1	to 1	to 1
10-30	11.7	8.6	6.1	—
20-40	12.4	8.9	—	—
30-50	12.6	9.8	—	—
40-60	15.1	—	—	—
50-70	22.6	—	—	—

From rest through gears to :

M.P.H.	sec
30	6.3
50	15.6
60	23.9
70	39.6

Standing quarter mile, 23.4 sec.

SPEED ON GEARS :

Gear	M.P.H. (normal)	K.P.H. (normal)
Top	(mean) 73.5	118.3
	(best) 75	120.7
3rd	48-59	77-95
2nd	30-38	48-61
1st	16-20	26-32

TRACTION RESISTANCE : 26 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION : M.P.H.

Car speedometer	10	20	30	40	50	60	70	80
True speed	10.5	19.8	29	38	48	57.5	67	77.5

From the point of view of the owner who carries out his own maintenance, the accessibility of the engine and its auxiliaries could not be better. The gear box has a dipstick which is reached through an inspection cover in the floor above the gear box; the rear axle, too, is easily checked for level and replenished by removing the floor of the luggage compartment.

The Midget is a survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest; and this at a price which, in modern times, amounts to a very modest outlay.

DATA

PRICE (basic), with open two-seater body, £530.

British purchase tax, £221 19s 2d.

Total (in Great Britain), £751 19s 2d.

ENGINE : Capacity : 1,250 c.c. (76.28 cu in).

Number of cylinders : 4.

Bore and stroke : 66.5 \times 90 mm (2.62 \times 3.54 in).

Valve gear : Overhead ; push rods.

Compression ratio : 7.25 to 1.

B.H.P. : 54.4 at 5,200 r.p.m. (B.H.P. per ton laden 50.8).

Torque : 63.5 lb ft at 2,600 r.p.m.

M.P.H. at 1,000 r.p.m. on top gear, 14.5.

WEIGHT (with 5 gals. fuel) : 178 cwt (1,995 lb).

Weight distribution (per cent) 50.2 F ; 49.8 R.

Laden as tested : 21 $\frac{1}{2}$ cwt (2,395 lb).

Lb per c.c. (laden) : 1.9.

Brakes : Type : F, Two-leading shoe.

R, Leading and trailing.

Method of operation : F, Hydraulic. R, Hydraulic.

Drum dimensions : F, 9 in diameter, 1.5 in wide. R, 9 in diameter, 1.5 in wide.

Lining area : F, 52.5 sq in. R, 52.5 sq in (98.1 sq in per ton laden).

TYRES : 5.50-15 in.

Pressures (lb per sq in) : F, 18. R, 18 (normal).

TANK CAPACITY : 12½ Imperial gallons.

Oil sump, 10½ pints.

Cooling system, 12 pints.

TURNING CIRCLE : 31 ft 3 in (L and R).

Steering wheel turns (lock to lock) : 2½.

DIMENSIONS : Wheelbase, 7 ft 10 in.

Track : 3 ft 11 in (F) ; 4 ft 2 in (R).

Length (overall) : 12 ft 1 in.

Height : 4 ft 8 in.

Width : 4 ft 10½ in.

Ground clearance : 6 in.

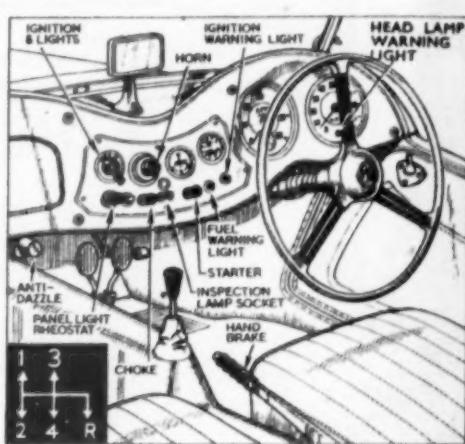
Frontal area : 16.6 sq ft (approx), with hood erected. 13.0 sq ft (approx), with hood and windscreen down.

ELECTRICAL SYSTEM : 12-volt ; 51-ampere-hour battery.

Head lights : Double dip, 42-36 watt.

SUSPENSION : Front, Independent ; coil springs and wishbones.

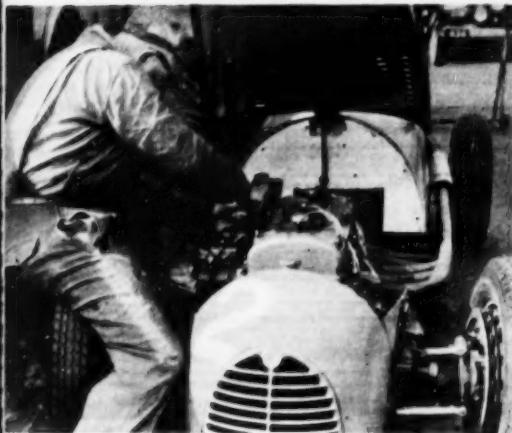
Rear, Half-elliptic springs.



TROPHY DAY at SILVERSTONE

A full report of the meeting
appears on pages 658-661

"Robert," the chief Gordini mechanic, puts the finishing touches to the adjustment of the Weber carburetors of Trintignant's 2-litre Gordini before the day's racing began. Note the elaborately finned front brake drum.

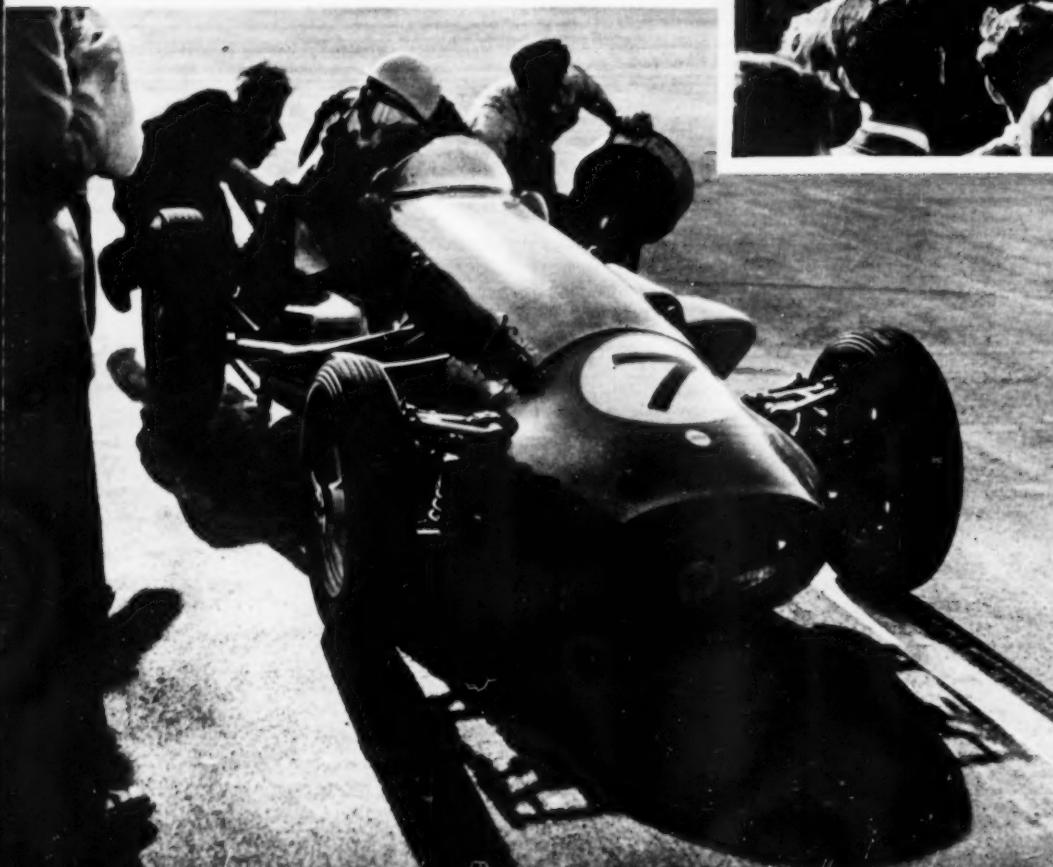


The hard plugs are fitted to Hawthorn's victorious 2-litre Ferrari, with twin-o.h.c. and four Weber carburetors. The universally jointed steering column can be seen above and just behind the engine.

Mike Hawthorn has a drink after winning the International Trophy final in the lone works-entered Ferrari.



Stirling Moss gets away after his rapid and unpremeditated refuelling stop in the Trophy final, caused by a carburation defect in his new Cooper-Alta.



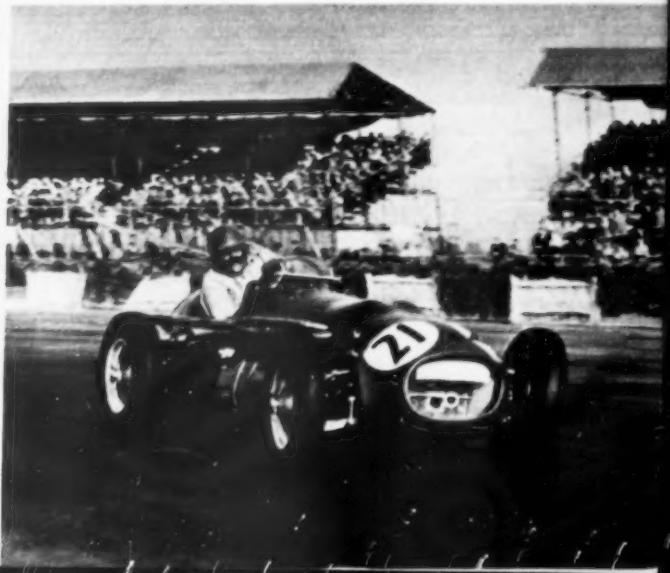


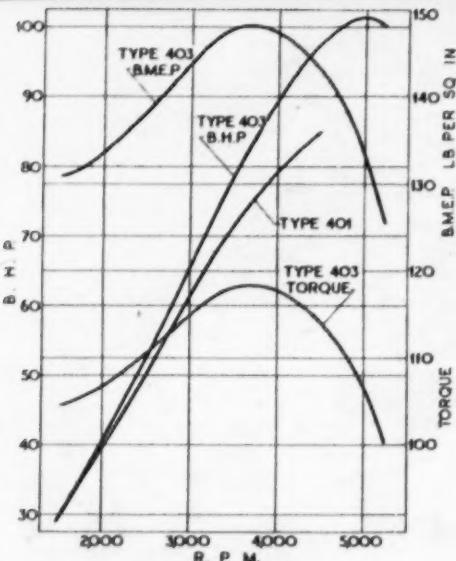
A fine action shot of de Graffenreid and the Maserati at Maggott's Curve; piqued, he retired in the final after learning of his penalization for jumping the start. (Right) Gordon Horner's impressions of the volatile Swiss driver.

Kenneth Evans brings the chequered flag down with a flourish to signal Hawthorn's win in the Production Sports Car race in his works-entered 4.1-litre Ferrari.



Duncan Hamilton fairly exudes determination as he forces the latest H.W.M. round Stowe Corner; these cars have yet to find their best form in this season's events.





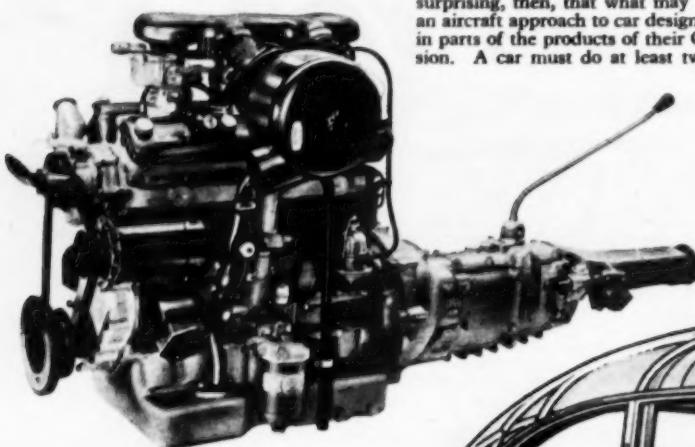
NEW CARS DESCRIBED

Bristol Evolves Still Further

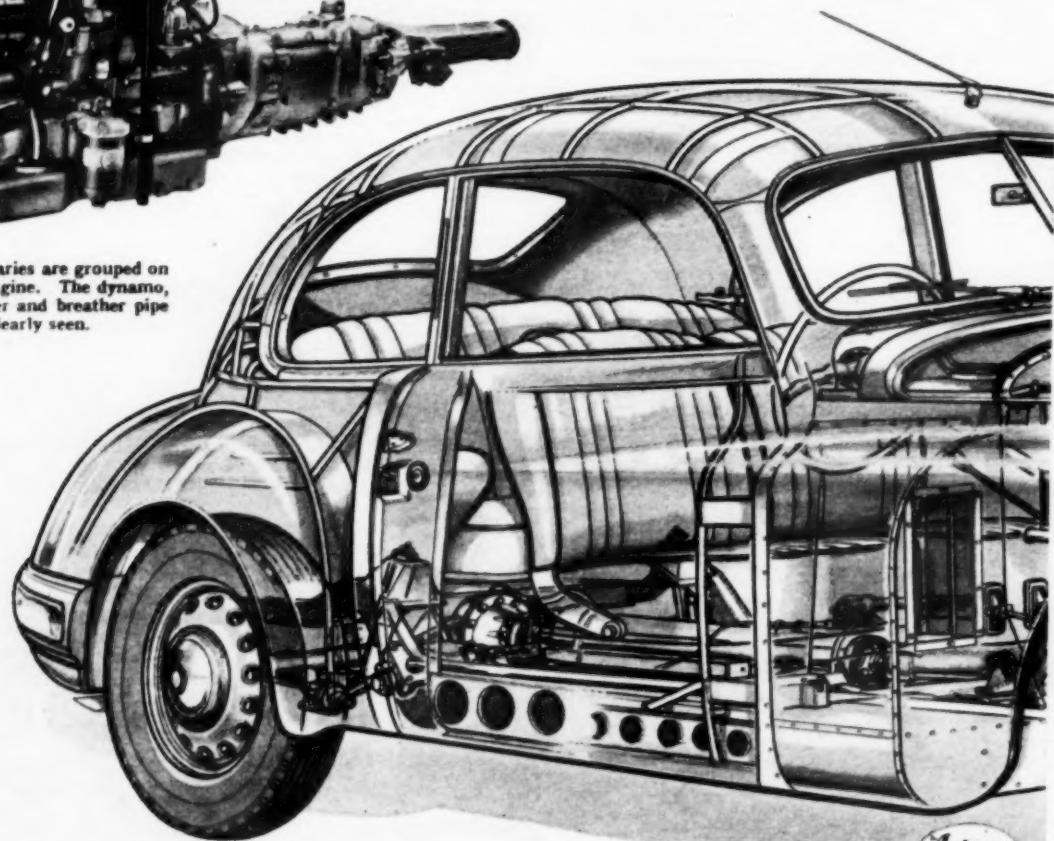
NEW 403 MODEL IS A REFINEMENT OF

THE Bristol Aeroplane company entered the car industry at the end of the war, bringing with them an extensive background knowledge and experience of aircraft practice. It is not surprising, then, that what may be called an aircraft approach to car design is found in parts of the products of their Car Division. A car must do at least two things

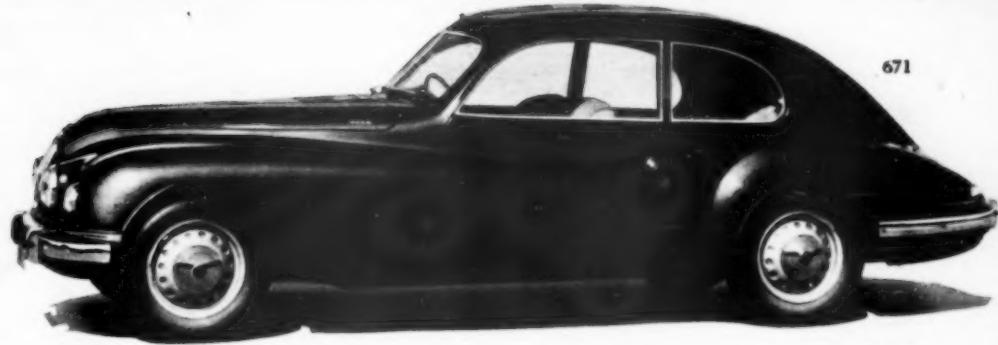
to function effectively; apart from holding the road it must cause the minimum of disturbance to the air through which it is passing. Much has been written about the effect of streamlining cars that travel at "ordinary speeds," but there is little doubt that if the process is correctly carried out it will produce beneficial results, as regards both performance and fuel consumption. Further, if a car is built according to results obtained from wind tunnel tests, it is unlikely that a different shape would be obtained from subsequent tests. Consequently, as the art and science of body design become more complete, so will the fundamental



Most of the auxiliaries are grouped on this side of the engine. The dynamo, fuel pump, oil filter and breather pipe can be clearly seen.



The clean lines of the Bristol are completely free from frills. The 403 motif is mounted on the side of the bonnet.



A FIRST-CLASS DESIGN

shape of cars designed for a certain purpose emerge. The Bristol 401 was built as a result of wind tunnel tests and consequently its successor, the 403, now announced, is almost identical in general appearance.

The process of development has been taken one stage further and a number of modifications have been made to the basic design to improve performance and handling. If it is desired to build a car that has a performance above the average for its class and yet provides comfort and convenience as well as a high degree of detail refinement and finish, the task is difficult. In designing the Bristol the aim has been to build just that type of car—one that is interesting and fun to drive, but that also provides the comfort and refinement desired by the connoisseur. The new features incorporated in the 403 include a number of modifications, of

which the first four, those to the engine, brakes, suspension and heating systems, are perhaps the most important.

Power unit output has been increased from 85 b.h.p. at 4,500 r.p.m. to 100 b.h.p. at 5,000 r.p.m.—a very worthwhile gain. To do this it has been necessary to modify some of the major engine components while other alterations have been made not so much to increase the power output as to ensure reliability at high speeds. The six-cylinder engine has a cast-iron cylinder block and crankchamber that is both light and rigid. It is also dimensionally compact, the overall height being reduced by finishing the crankchamber at the crankshaft centre line. The bores are water-jacketed almost completely on the exhaust side, but only for a distance of about 2½ in on the inlet side. This is to provide the necessary clearance to insert the tappets. Brividium dry liners are used to increase cylinder bore life and it is usual practice to replace these rather than to re bore the engine.

Two slots are cut in the bottom of the bores so that the connecting rods can be raised to permit assembly or removal of the pistons or rings without removing the crankshaft, as would otherwise be necessary. The crankchamber is divided into three sections by means of the webs which support the two inner main bearings of the four-bearing crankshaft.

The most important change in the

bottom part of the engine affects the crankshaft, as, apart from increasing the diameter of the main bearing journals from 2 in to 2½ in diameter, and using copper-lead steel-backed bearing shells on the nitride hardened journals, the system of balance weights has been modified and bolted-on weights are now used to im-

SPECIFICATION

Engine.—6 cyl. 66 x 96 mm (1,971 c.c.). Compression ratio 7.5 to 1. 100 b.h.p. at 5,000 r.p.m. Maximum torque 117.3 lb ft at 3,500 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Side camshaft operating inclined overhead valves by push rods and rockers.

Clutch.—Borg and Beck 8 in diameter six-spring dry single plate.

Gear Box.—Overall ratios: Top 3.9; third 5.04; second 7.12; first 14.08 to 1; reverse 11.27 to 1. Synchromesh on top, third and second gears; free wheel on first gear.

Final Drive.—Spiral bevel two-pinion differential. Ratio 3.9 to 1.

Suspension.—Front, independent by transverse leaf spring and wishbones. Rear, longitudinal torsion bars and telescopic dampers. Suspension rate (at the wheel), front, 122 lb per in; rear, 190 lb per in.

Brakes.—Lockheed two-leading-shoe front; leading and trailing rear. Drums 11 in diameter, 1½ in wide front and rear. Total lining area 148 sq in (74 sq in front).

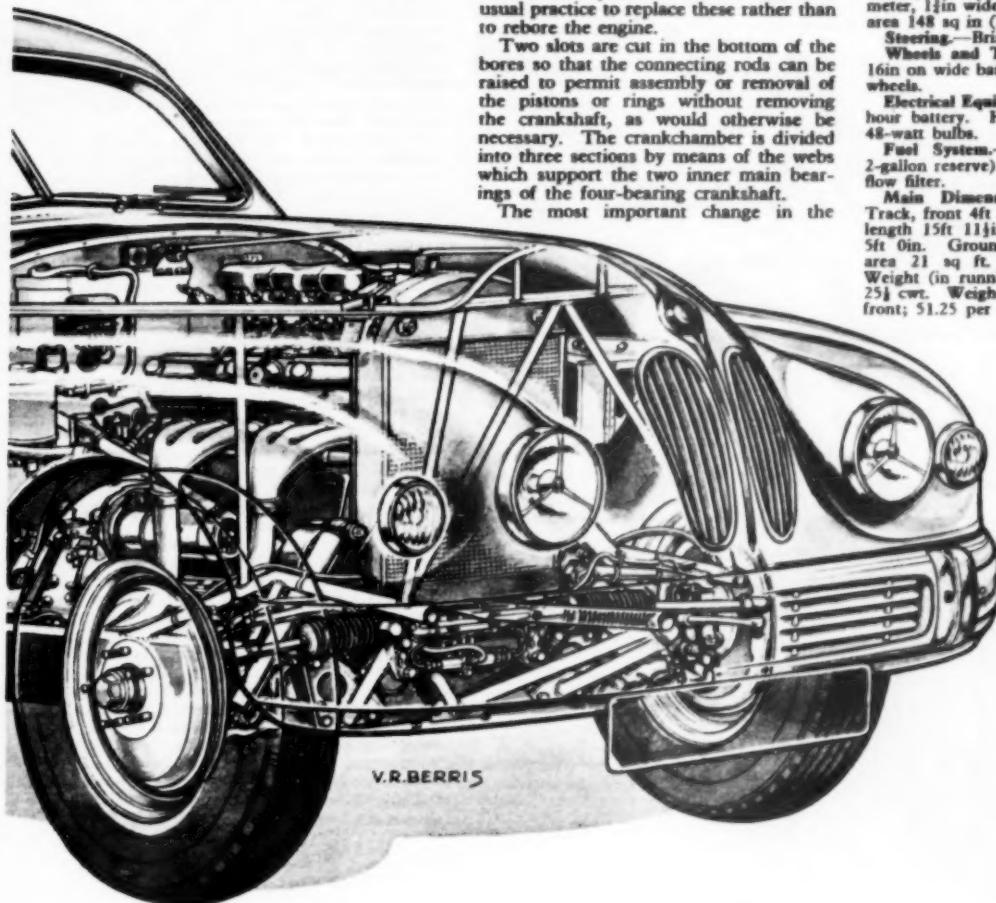
Steering.—Bristol rack and pinion.

Wheels and Tyres.—Dunlop Speed 5.75-16 in on wide base rims. Five-stud steel disc wheels.

Electrical Equipment.—12-volt; 51 ampere-hour battery. Head lamps, single dip; 48-48-watt bulbs.

Fuel System.—17-gallon tank (including 2-gallon reserve). Oil capacity 12 pints; full-flow filter.

Main Dimensions.—Wheelbase 9 ft 6 in. Track, front 4 ft 3 in; rear 4 ft 6 in. Overall length 15 ft 11 in. Width 5 ft 7 in. Height 5 ft 9 in. Ground clearance 6½ in. Frontal area 21 sq ft. Turning circle 37 ft 6 in. Weight (in running trim with 5 gal fuel), 25½ cwt. Weight distribution 48.75 per cent front; 51.25 per cent rear.



The Bristol 403 has a high output 2-litre six-cylinder engine mounted in a fine modern chassis. Part of the tubular framework supporting the light alloy body can be seen.

Bristol Evolves Still Further —continued—

prove balance. Weights are placed on each side of the two intermediate bearings and on the inside of the front and rear main bearings. To reduce unnecessary weight the big-end bearing journals are hollow. A torsional vibration damper is mounted on the front of the shaft.

Like the main bearings, the big-end bearings are steel-backed copper-lead and the connecting rods are split at right angles to the longitudinal centre line of the rod. The caps are located by fitted portions on the studs. A central drilling enables lubricant to pass to the gudgeon pin; consequently the rod is of a modified H-section with the central web thickened locally. A bush is provided for the little-end bearing and the fully floating gudgeon pin is located in the piston by means of circlips. Three compression and one oil control ring are used on the aluminium alloy domed-top piston; the top ring is chromium plated.

The next important bottom end modification is a new Hoburne Eaton oil pump which has a capacity of 195 gallons per hour at 3,000 r.p.m. engine speed, compared with 130 gallons per hour at the same speed for the previous double gear type pump. A new light alloy sump is also used, which increases the oil capacity

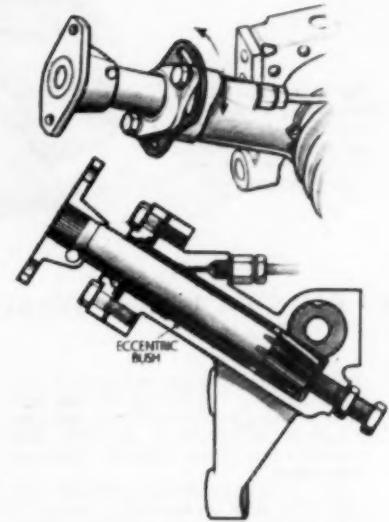
from 3½ pints to 12 pints. Oil from the pump passes through drillings in the block to the full-flow oil filter and back via further drillings to the main oil gallery. The relief valve is placed between the pump and the filter. From the gallery, drillings connect with the main bearings, while holes in the crankshaft (which are offset so that tubes are not required, as with the previous engine, in spite of the fact that the big-end journals are drilled) convey the lubricant to the big-end bearings and, via the connecting rods, to the gudgeon pin bearings.

Further drillings in the block allow lubricant to pass to the four-bearing cam-shaft, the rear bearing of which is cross-drilled to provide an intermittent feed to the overhead valve gear by means of further drillings in the cylinder block and an external pipe which forms the connection between the block and the head. A gear on the cam-shaft drives the vertical shaft, the lower end of which drives the oil pump via a square-ended shaft (to provide some measure of flexibility or permit slight misalignment), while the upper end drives the ignition distributor shaft and also the tachometer (or rev counter) by a further pair of gears housed in the vertical extension which supports the distributor. These gears are lubricated by another external pipe connected to number 2 cam-shaft bearing.

Top End

The modifications mentioned so far have been to increase the reliability and

The front suspension unit complete with steering gear is attached to the frame members by eight bolts. An anti-roll bar is fitted behind the front cross member.

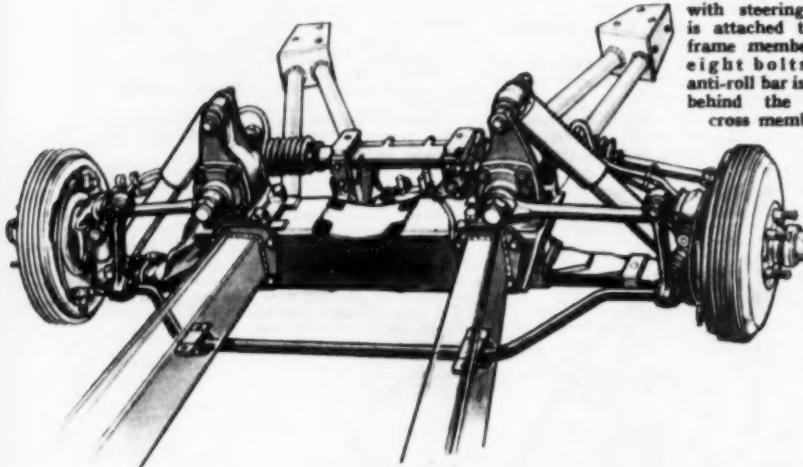


The pinion bearing on the steering box is mounted on an eccentric bush to permit fine adjustment.

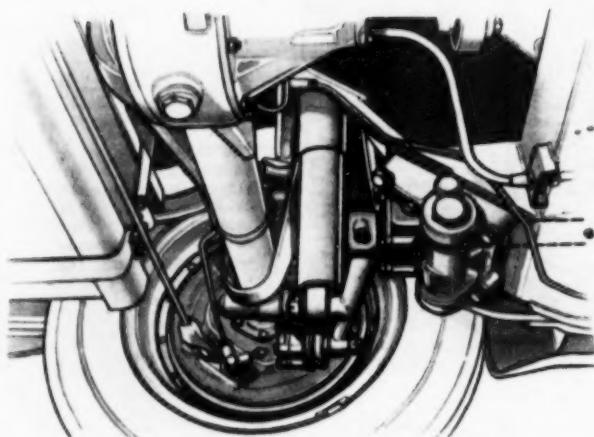
to provide an engine "bottom end" still more capable of standing up to hard work. How, then, is the increased performance obtained? The main change in the bottom half of the engine is in the cam-shaft; the cams have been modified to give an increased overlap and the inlet valve opens 15 deg before, and the exhaust valve closes 15 deg after, top dead centre, while the exhaust opens and the inlet closes 65 deg before and after bottom dead centre respectively. Previous figures were 10 and 50 deg. The induction and exhaust periods have thus been increased from 240 deg to 260 deg.

In conjunction with the new cam-shaft modified tappets are used, the object of the modification being to reduce the reciprocating mass. This has been achieved by reducing the skirt thickness on the piston type tappet and machining a groove 0.15in wide on the outside of the solid or bottom portion. Three radial drillings connect with this groove so that oil is not trapped in the base of the tappet around the push rod.

Although a single side cam-shaft is used the engine has inclined overhead valves and hemispherical combustion chambers. The inlet valve is operated directly by the vertical push rod and rocker, while the exhaust valve is operated by means of bell-cranks and additional push rods across the engine, which operate the exhaust valve by a rocker. In conjunction with the modified valve timing a new cylinder head is used with larger inlet ports, the inlet valve diameter being 1.54in compared with 1.425in on the previous engine. The port diameter at the valve throat is 1.40in inlet and 1.17in exhaust. As a light alloy cylinder head is used, valve inserts are fitted to all ports. Both the inlet and exhaust valve springs remain unchanged but they are individually packed on assembly to give a uniform load when fitted. To provide a more uniform distribution of loading it will be noticed that the large diameter inlet valve is operated directly by one push rod and rocker, while the relatively small diameter exhaust valve is operated by the auxiliary cross push-rod arrangement. The re-



Longitudinal torsion bars are used at the rear. The axle is located by a central A bracket and the torsion bars are connected by means of links.



ciprocating mass of the valve gear has been reduced by redesigning the push rods and rocker adjusting screws. Instead of having a cup at the top of the inlet push rod, both inlet and exhaust vertical push rods are provided with ball ends at the top; they are located by cups in the bell-crank lever or by a redesigned cup type of rocker adjusting screw. A similar arrangement is used on the auxiliary push rod which operates the exhaust valve rocker. Although these minor changes may appear insignificant to the casual observer, they are of very great importance, particularly at high operating speeds.

Carburation

A mechanical pump driven from the camshaft supplies fuel to the three Solex down draught carburetors; these are bolted to the top of the cylinder head so that one instrument feeds each pair of cylinders. A single belt and crankshaft pulley drives the water pump dynamo and magnesium alloy two-blade fan.

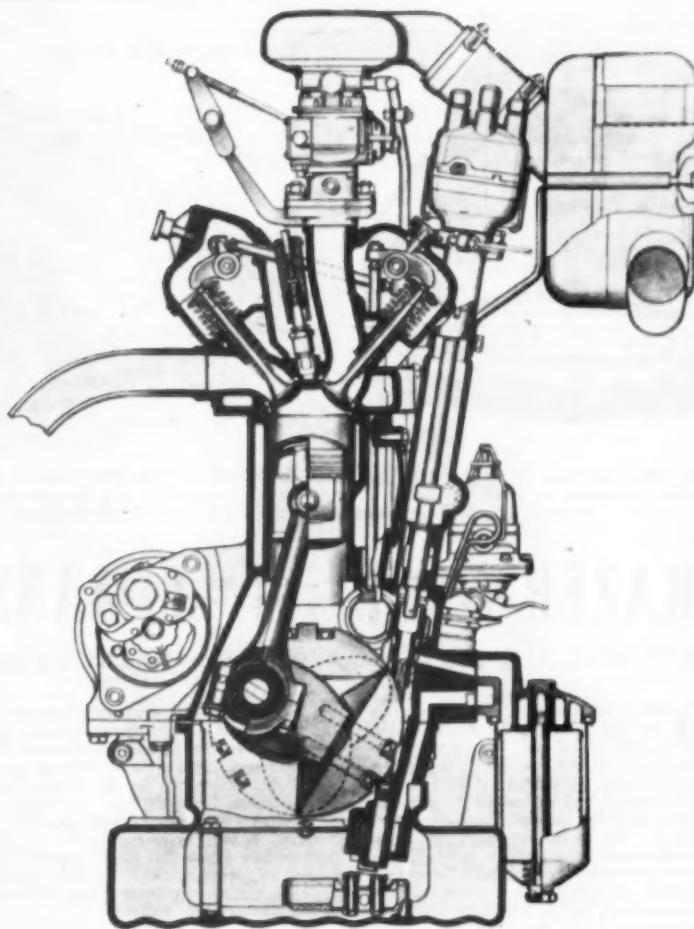
Very few changes have been made to the transmission and the drive is transmitted by means of an 8in dry single-plate clutch to the four-speed and reverse gear box. The layout of the box is interesting, as both main shaft and lay-shaft are provided with centre bearings; in consequence the box is split in the vertical plane to permit assembly. Normal Borg Warner synchromesh is used on top, third and second gears, and a free wheel is incorporated in the first gear. An internal splined adaptor is attached to the rear of the main shaft; this supports the front end of the gear box extension shaft and provides the necessary amount of movement in place of a splined slider on the propeller-shaft. A duct cast on the inside of the gear box extension directs oil to lubricate the splines. From the gear box the drive is through a Layrub propeller-shaft to the spiral bevel rear axle.

Suspension

The front suspension unit is unchanged and consists of a transverse leaf spring and wishbones. These, together with the inclined telescopic dampers and rack and pinion steering unit, are all mounted on a box section cross member (the leaf spring being housed inside the box), which is attached to the main chassis frame by eight bolts, four on each side. The most important change is the addition of an anti-roll bar; this is mounted behind the front cross member and attached to the wishbones by means of short vertical links. This should eliminate the slight oversteer tendency noticed on the 401. Tubular extensions welded to the cross member project forward to support the front bumper. To simplify adjustment a minor modification has been made to the steering box and a flange is now fitted to the eccentric pinion bush, which can be adjusted by slackening the two clamping bolts.

If the performance of a car is increased it is also usually necessary to improve the brakes and on the 403 several modifications have been made to these important components. Ribbed Al-fin drums are used to improve the thermal conductivity, while the brake pedal ratio has been increased from 3.5 to 1 to 4.6 to 1. These alterations should reduce fade as well as give the brakes a nicer feel.

As well as possessing good streamline characteristics, the body is designed to provide a structure that is strong, light and quiet. The main framework consists



The Bristol 403 engine has hemispherical combustion chambers and inclined valves operated by a single side camshaft.

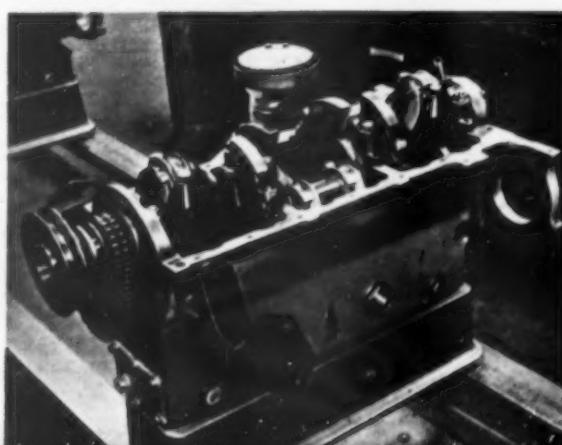
of $\frac{3}{4}$ in and $\frac{1}{2}$ in diameter steel tubes welded up to form a skeleton structure. Before the light alloy panels are attached the tubes are bound with fabric to prevent chafing and to provide some measure of resilience. In the rear compartment the steel floor is welded direct to the main chassis frame members, but at the front the floor, scuttle, and toeboard are made of aluminium faced plywood. Aluminium is used for the luggage locker floor. There is very little timber in the body structure, although some is used on the sides of the doors and on the lower edges of the rear window. This is not intended as part of the structure, but to prevent accidental damage that might occur with an unsupported panel.

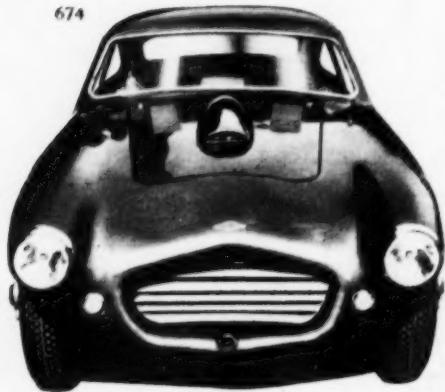
The interior of the body is very well trimmed, the seats being Dunlopillo with hide upholstery. The general layout of the interior is unchanged, but the battery

trickle charger socket has been repositioned so that it is accessible from either side of the car. Other minor modifications include a light in the luggage locker, and moulded windscreens wiper blades, which, it is claimed, give a more effective wipe than the type used previously. There are very few changes to the appearance of the car, but the aluminium radiator grille is now finished in silver stove enamel; the Bristol medallion is in red and the car wears 403 flashes on the sides of the body. Fitted as standard on this car, the heater system, which is designed by Bristol's, has been modified to permit recirculation of the air when required, as well as the normal fresh-air arrangement.

The modifications that have taken place considerably improve the car as regards performance, road-holding, and comfort. The Bristol is not cheap, but there is a lot built into the design.

This view shows the bolted-on crankshaft balance weights and the duplex chain cam-shaft drive. The tube from the rear main bearing cap is a drain from the crankshaft thrower.





The plain air intake has horizontal slats behind its mouth. In this view, the way in which the curved lower edges of the body expose the brakes to the air stream can be seen. Right: Wire wheels and the new frontal styling considerably alter the appearance of the new Le Mans coupé version of the Frazer-Nash. The windows have chromium-plated surrounds.

FRAZER-NASH for LE MANS

COUPE WITH NEW BRAKES: AN ADDITION TO THE RANGE

ONE of the two Frazer-Nash entries for Le Mans is a sports-racing coupé based on the competition chassis and with the standard competition engine. It will be driven by K. Wharton and R. Gerard, and will probably run with the highest of the makers' rear axle ratios, 3.5 to 1. An important difference from previous competition models is the use of Dunlop centre-lock wire wheels with 16in light alloy rims, in place of the usual disc wheels, and the brakes have been changed. They are now Girling, and have deeply finned Alfin 11 by 2½in drums with air scoops behind holes in the backplates; the brake lining area is increased to 168 sq in. The chassis is slightly modified at the rear, there being more permitted movement of the rear axle.

This coupé is to be an addition to the production range. The body is in appearance an extremely striking design, and should have a low air resistance and drag. The bottom corners and the sides have a marked radius and cutting away in what the Italians call the *disco volante* or "fly-

ing saucer" manner, and at the rear of the car the floor is slightly upswept where the high-pressure air stream underneath the car emerges. This style of bodywork exposes the brakes to the air stream, and their cooling is further assisted by their scoops and fins. Engine cooling is assisted by an extra outlet for underbonnet air, along the large transmission tunnel to the rear of the car, and, for the occupants, there are large opening louvres at each side of the scuttle.

In place of a grille there is a plain air intake at the front, with horizontal slats protecting the radiator block, which is set well behind the opening. It is flanked by a pair of the recently introduced Lucas Le Mans flush-fitting head lamps, and there may be "cornering lamps" inside the air intake. At the rear there is a short, full tail, well filled out in the corners, and nicely matching the front end. Beneath a semi-circular lid in the tail is a surprisingly deep luggage locker, the floor of which is the bottom of the car. The spare wheel has upright stowage at

The quarter lights and large window give good rearward visibility, and in the quarter panel is the petrol filler cap (a temporary one, not the quick-release Le Mans cap). The figures behind the car—W. H. Aldington of Frazer-Nash is on the right—emphasize its very low overall height of 4ft 3in.



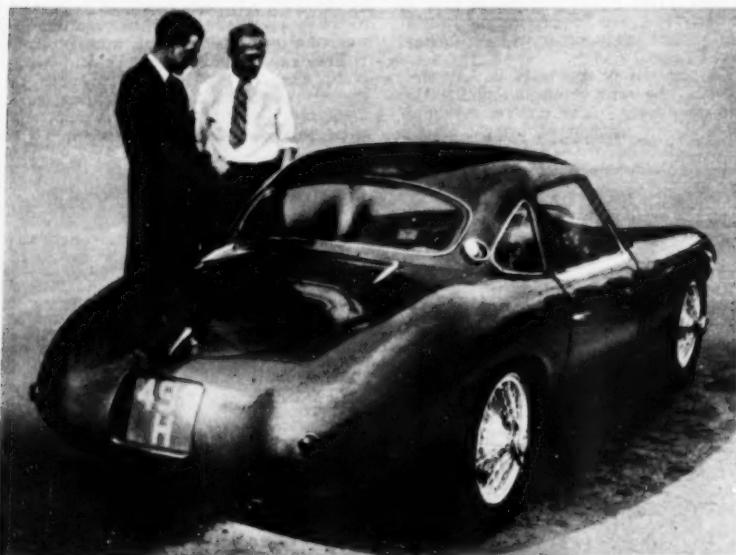
The facia panel is well towards the horizontal. The door is incomplete, still lacking its chromium-plated window frame.

the front of the locker, but in the production cars it may be concealed in a front wing.

In the Le Mans car the two racing bucket seats are directly upholstered in Tygan open-weave, plastic-impregnated material, which is porous. It is hoped that they will be pleasant for the crew in the heat of June and a long-distance race. Future cars will have leather upholstery, but the Tygan may be retained for some export models. In place of the more upright facia usual to Frazer-Nash, this car has one which is very sloped, approximately at right angles to a downward glance of the driver. Before him sees a bonnet with a marked downwards slope, between high wings.

The door trim is set directly on the interior of the panels, and has small, pleated map pockets. The floor and the very large shaft tunnel which separates driver and passenger are covered with carpet, and the car will run at Le Mans with these trimmings, which are of negligible weight.

The body is panelled in 16-gauge light alloy, and is very smooth. Nevertheless, it is a light one. When the car, which was not quite completed at the time of *The Autocar's* visit, is weighed it can be expected to be around 17 cwt. This will give a good power to weight ratio; the 2-litre six-cylinder Bristol engine may be running with an 8.5 to 1 compression ratio for the famous twenty-four hour race. Much higher ratios have been used, but in this instance reliability may be the predominant factor in the choice.





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The winning Ford crosses the finishing line after the Economy Run. Below: Les Viland, driver of the winning car, kneels beside the magnificent trophy; on the left is C. S. Beesemyer, General Petroleum executive, and, standing on the right, Robert L. Minckler, president of the General Petroleum Corporation.

32.527 MILES PER GALLON ACHIEVED IN AMERICAN EVENT RUN AT 44.71 M.P.H. AVERAGE

FORD WINS 1953 ECONOMY RUN

TOP honours in the 1953 Mobilgas Economy Run went to a six-cylinder Ford Mainline four-door saloon which captured the coveted Sweepstakes Trophy by achieving a ton-miles-per-U.S.-gallon average of 32.527 for the trying three-day route of more than 1,200 miles between Los Angeles and Sun Valley, Idaho. The winner's actual over-the-road consumption was 27.0335 miles per U.S. gallon or 32.527 miles per Imperial gallon.

The ton-mile formula is one adopted by the American Automobile Association to give all contestants an equal chance, regardless of size and weight. Under its terms, weight of the car and passengers is multiplied by the number of miles driven and divided by the gallons of fuel consumed. In the 1953 Sweepstakes order, the Dodge V-eight, Mercury

Monterey, Lincoln Capri and Nash Ambassador completed the top five, and in that order.

Twenty-five new model passenger cars from an original starting field of 26 completed the twisting, mountainous course of 1,206.1 miles on April 22, averaging a startling 27.518 m.p.g. despite an increase of approximately 10 per cent in the average speed over previous years.

Les Viland, of Detroit, drove the Sweepstakes winner for his second Economy Run triumph. He also had been at the wheel of the winning Lincoln in 1951. The only contestant to drop by the wayside was a Chevrolet which ran out of fuel on the second day of competition after the driver missed a turn and drove 30 miles off the course mapped by the A.A.A.

Competitors were plagued by inci-



ment weather during the first leg of the run, from Los Angeles to Reno, but conditions cleared beyond that point. The second overnight stop was made at Boise, and at the Sun Valley finish line a veritable "Blue Book" of the automotive industry awaited the weary drivers. Six of the 25 cars played it so close that they beat the A.A.A.'s deadline for arrival by only 60 seconds or less. The Kaiser Manhattan crossed the line with a mere two seconds to spare.

The course had taken the drivers through four states and from a low point of 19 feet above sea level to a maximum of 7,383 feet. Entrants vied for honours in five price classifications, in addition to the Sweepstakes competition, which now has seen a Mercury triumph in 1950, Lincoln in 1951, Mercury again in 1952 and Ford this time.

Top officials of the General Petroleum Corporation, sponsors of the event, and of the A.A.A. participated in colourful award ceremonies to which more than 800



Dan Eames, centre, is congratulated by J. C. Agajanian after winning his class in a Dodge Coronet, powered by the new 140 b.h.p. V-eight Red Ram engine. Mr. Agajanian is an official of the American Automobile Association. Co-driver Arch Meredith is holding the trophy.



Winner of the second place award in its class was this De Soto Fire Dome V-eight, driven by Vern Holmquist; his co-driver, on the left, was Carl Redford, chassis designer in the De Soto division of the Chrysler Corporation.

FORD WINS 1953 ECONOMY RUN



The driver, John Geifen (left), the assistant driver, Walt Nelsen (right) and Mel Alsbury, who entered the car, stand beside the Chrysler Imperial V-eight which was second in its class. Below: Last year's winner, Bill Stroppe, emerges from a tunnel high in the Sierra Nevadas on his way from Los Angeles to Reno in a Mercury Monterey.

guests were welcomed by Governor Len Jordan, of Idaho.

RESULTS

Class A—Low price, Standard Transmission and Overdrive; Ford Mainline Six, 32.527 m.p.g. (Imperial) and 36.708 m.p.g. (U.S.).
 Class B—Low price, Automatic Transmission; Hudson 64, 26.54 and 42.4606.
 Class C—Low Medium, Standard and Overdrive; Dodge V-eight, 26.18 and 52.8565.
 Class D—Low Medium, Automatic Transmission; Studebaker Land Cruiser, 27.54 and 49.5478.
 Class E—Medium Medium, Standard and Overdrive; Nash Ambassador, 27.13 and 51.3140.
 Class F—Upper Medium, Automatic Transmission; Nash Ambassador Custom, 25.406 and 48.9037.
 Class G—High Price, Automatic Transmission only; Lincoln Capri, 23.994 and 52.3467.
 Special Lightweight Class—Henry J. Corsair, 34.001 and 48.5788.

Each car carried a driver, his relief driver, and two A.A.A. observers. The latter were California Institute of Technology students deputized by the A.A.A. to see that the rules were scrupulously observed, and drivers were required to follow all local and state speed and traffic regulations to the letter.

Purpose of the event is to provide an impartial, practical test of new model cars under exactly the same conditions

as the average motorist experiences. It is designed to show the normal driver what the performance capabilities and mileage possibilities of his own car are when it is adequately maintained, safely driven and properly fuelled.

An analysis of the results of the run strongly indicates that 1953 marks a new high level for the automotive and petroleum industries in providing the driving public with "built-in" fuel economy.

The course was the toughest yet mapped for the annual event, and adding to the general woe was the fact that to meet A.A.A. time limitations competitors had to increase their average speed to the highest in economy run history. It was a combination of circumstances which normally might be assumed to lead to a drop in the m.p.g. average. However, those who predicted such a decline apparently reckoned without improved fuel or engineering improvements, for the outcome was exactly the opposite.

The 25 new-model passenger cars achieved the second best post-war mile-

continued

age mark the run has seen, in spite of the approximate 10 per cent increase in their average speed. Their average for the three-day, twisting, mountainous trek was 26.82 m.p.g., topped only by 1951's average of 28.78 over a shorter, less trying, two-day route from Los Angeles to the Grand Canyon. The average speed this year was 44.71 miles per hour.

Here is a statistical comparison of the four Economy Run stock car tests sponsored by the General Petroleum Corporation since the war:

Year	No. of Cars	m.p.h.	m.p.g. (Imperial) (U.S.)
1950	31	41.47	27.176 50.20
1951	32	40.60	28.781 53.42
1952	25	40.70	26.471 49.99
1953	25	44.71	26.820 48.626

Of particular interest was the comparison in per-gallon mileage between the 15 entrants equipped with overdrive and the ten cars possessing automatic transmissions. The former averaged 29.32 m.p.g. against 24.062 for those with automatic transmissions.





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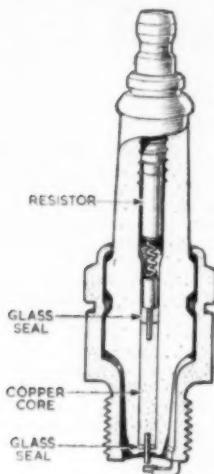
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Accessories

Platinum-pointed Plugs

THE new Lodge platinum-pointed sparking plugs are for high-efficiency engines, where resistance to spark erosion and gas corrosion is valuable. They have a greater range of tolerance to heat variation than a normal plug, as the central platinum electrode is gold-soldered to a copper core which conducts away heat. The plugs use a double gas-tight seal of glass, the insulators are of Syntox, and they have built-in resistors. Unlike normal plugs, these have a standard and non-variable gap of 0.018-



The construction of the new Lodge platinum-pointed sparking plug.

0.021in, even when a sports coil is fitted, and they can be used wherever an "H" type Lodge plug is the car's normal recommendation. In cleaning by a sand blasting machine, the blast should not be kept going too long, or it will needlessly wear the platinum points.

The price of a platinum-pointed plug is 15s, and it is made with a 14mm or 18mm thread, normal and long reach; and with a 10mm thread (normal reach only). The manufacturers are Lodge Plugs, Ltd., Rugby.

Upper Cylinder Lubrication

FOR the latest edition of the two Redex facia instruments, the Lubrocharger, which supplies upper cylinder lubricant, and the Robot, which indicates inlet mani-

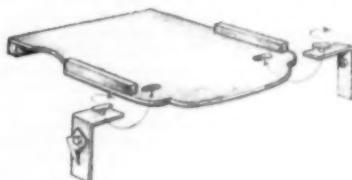
fold depression, there is a new mounting. It consists of a metal bridge which passes over the steering column and carries an instrument at each end, and a slightly flexible U-shaped strap, adjustable for length and fit, which passes under the column.

The Robot is a vacuum gauge, which is connected by flexible tubing to the inlet manifold. With a knowledge of the subject, or with instructions at hand, it is possible to see a number of different engine defects, such as a poorly seating valve, reflected in the behaviour of such an instrument. The Lubrocharger is also connected to the inlet manifold, and to an under-bonnet tank of Redex lubricant additive. It has two adjustable regulators and an air bleed, and it can be set so that a gradual "weep" of Redex is passed to the inlet manifold and the cylinders when required. Laying a finger on an air bleed outlet causes the S tube in the instrument to fill with 5 c.c. of fluid, for feeding to the engine, and it is recommended that this should be done not only for starting from cold, but also when the engine is working hard, as in tackling a steep hill. The proposition that most cylinder wear does take place during the starting from cold periods is more or less accepted; and upper cylinder lubrication is of particular value during this period.

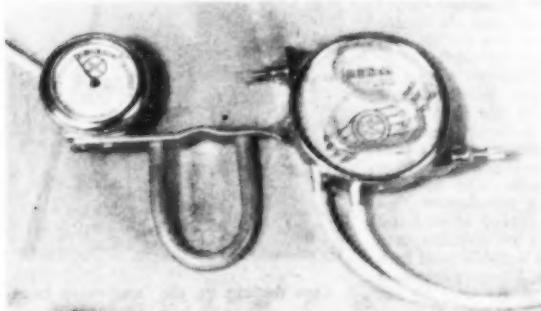
The price of the two instruments, with reservoir and pipe system, is £5 11s. The Redex system, and the associated instruments, are products of the Wayne V. Myers Co., Ltd., 353-365, Chiswick High Road, London, W.4.

Shielding the Spare Wheel

AS the spare wheel of the Austin A.40 Somerset is carried on the floor of the luggage locker, luggage must rest on the wheel. To avoid this, Weathershields, Ltd., 48, Moor Street, Birmingham, 4, are producing at £2 18s 6d a lid to go over the wheel. There are no holes to drill in installing the lid, for its mounting brackets have clamps which grip the body struc-



Weathershields' lid for covering the spare wheel in the Austin A.40 luggage locker.



The two Redex facia instruments, the Robot vacuum gauge (left) and the Lubrocharger.

ture. Small toggles on the brackets pass through slots in the actual lid, and when turned secure it.



Lid for the A.40 spare wheel, removed and in use as a picnic table. (Automobile and Sheet Metal Co.)

Another lid for the A.40 spare wheel is being made by Automobile and Sheet Metal Co., Ltd., Percival Lane, Runcorn, Cheshire. It has a tubular steel frame and a hardboard top, and is a push fit over the wheel. Two legs are also provided, so that it can be used as a picnic table in the manner shown in a photograph. The price is £3 7s 6d.



A waterproof connector for leads running across the garage floor.

Waterproof Electrical Coupling

WHEN mains electric appliances such as drills are used in either a public or a private garage there is a risk of short circuits if a coupling plug is exposed to a damp floor. A new cable coupler by W. W. Haffenden, Ltd., Richborough Rubber Works, Sandwich, Kent, has a stout covering of rubber over each of its halves, the edge of one having a lip, which springs into a channel on the other. The points at which the cables emerge have tapered rubber necks, which can be trimmed to suit any thickness of cable. The coupling, which costs 13s 9d, is proof against immersion in water. A pull of more than 25 lb is required to undo it.

Anti-Mist Cloth

A DEMISTING cloth for preventing the steaming of car windows and the inside of the windscreen has been introduced by Peerless Products, 17, Bridge Street, Andover, Hampshire. It takes the form of a yellow duster 1ft 6in square, impregnated with a detergent, and costs 3s.

In *The Autocar*, May 8, page 636, the illustrations of the Termique and the Regalflector insect deflectors were transposed. The Termique is the wider one with three spines, and the Regalflector is the plain one with the full-width base.

The Future for Diesel Cars

Technicians Views at a Recent Meeting

AT a meeting of the N.W. Centre, Automobile Division of the Institution of Mechanical Engineers at Leyland, Lancashire, on April 27, a Paper, *Problems Arising from the Wider Use of the Small Diesel*, by J. H. Pitchford, M.A., was presented. The author, who is managing and technical director of Ricardo and Co. (Engineers), Ltd., had originally read the Paper in France. On the Leyland occasion it was delivered by his colleague, Mr. G. Holt.

As a contribution to the possible development of the small diesel suitable for cars the Paper was very definitely handicapped by the author himself, for in the opening remarks he stated the following:—

1. After twenty years of extremely rapid development the high-speed diesel seems suddenly to have encountered some limiting factor in its expansion.

2. For automotive application it is exceptional to find a diesel having an individual cylinder capacity of less than 750 c.c.

3. For reasons expressed and implicit in the Paper the author was extremely sceptical about the diesel in the private car field and at the most he could envisage its acceptance only for the truly utility vehicle."

On the favourable side the author stated that the small oil engine has two merits only—a higher thermal efficiency than that of the petrol engine, and a somewhat higher standard of reliability. Again on the *contra* side of the account there was the vulnerability of fuel cost to taxation dictated by immediate fiscal needs, on which some Governmental assurance on future policy would be justified, although "this was too much to hope for." At least it could not be said that the author was being guilty of over-enthusiasm, although he did not overlook the present success of the 1.7-litre Mercedes-Benz nor the pre-war Citroen diesel of similar size. A very long review did little to enliven the gloom.

EXPENSIVE INJECTORS

Technically, there was no reason why a diesel of about 1½ to 2 litres capacity should not be made, such an engine being suitable for station wagons, shooting brakes and other utility cars. The structure of the engine was not vastly different from that of the corresponding petrol engine. Size for size there would be a weight increase of 25 to 30 per cent and a cost increase on the bare engine of 30 per cent or rather more. The cost of injection equipment, however, was the most serious item, because even with the simplest known type the price would be "several times" the figure for a carburetor and spark ignition equipment.

At this stage the conclusion appeared to have been reached that a two-cylinder engine (flat-twin) might be adopted, thereby reducing the cost of injection equipment by half or thereabouts. The next step was in the direction of a "double-single"; that is, an engine with a common combustion chamber but with two pistons driving oppositely rotating geared camshafts. Both of these projects appeared to be retrograde steps and to constitute a tacit admission that the "small" diesel could be achieved only by reduction to "the lowest acceptable number of cylinders" of basic size.

As to the advantage of fuel economy, it was agreed in the earlier part of the

Paper that the smaller the engine the smaller the influence of fuel cost savings and that very considerable mileages have to be covered to offset increased capital cost. From the manner of his leaning towards the engine of fewer than four cylinders to attain smaller sizes, in the 1,500 to 2,000 c.c. range envisaged, the conclusion might be drawn from Mr. Pitchford's Paper that he had already convinced himself that his aim had not reached the target which he had set up.

When Mr. S. Markland, general manager of Leyland Motors, Ltd., and himself a leading automotive diesel engineer, opened the meeting for discussion, he mentioned that he had been impressed by the many Mercedes-Benz diesel cars he had seen in South America, but that there were still many problems, particularly starting, which the author had barely touched upon. Another well-known authority on the operation of diesel vehicles, Mr. T. H. Parkinson, of Leeds, said he hated to be unduly critical but he did not see any hope for the small diesel when, at present prices, one could buy one or perhaps two petrol truck engines, completely equipped, for the price of a four-cylinder pump and a set of injectors.

Dr. A. Mueller, chief development engineer of Leyland Motors, Ltd., considered that the author had devoted too much time to comparing the mechanical structure of diesel and petrol engines, which was a matter that involved no real

difficulty, whereas he had said little about combustion chamber design and the combustion process in small cylinders. These were the real functional problems and he would like to suggest a revised version of the Paper dealing with this most important aspect in greater detail.

Something of the same subject was touched upon by another contributor, who said that if the swirl-chamber engine was run up to very high speeds the specific consumption might rise to more than 0.5 pints per b.h.p.-hour and the economy represented by the figure now associated with a narrow governed speed range would largely disappear. Another speaker pointed out that when the author quoted a 25 per cent weight increase for a diesel engine he was referring to engines of size for size. But the comparison should be on power for power and in that case a diesel would have to be of at least 10 per cent greater swept volume, which would possibly result in a 40 per cent weight difference.

JET DEMANDS

The matter of fuel availability was raised by Mr. Graham Norris (J. Cockshoot and Co.). He pointed out that the military services were avoiding diesel equipment as far as possible, because modern aircraft requirements necessitated more and more of the type of fuel from which diesel oil was derived, with the inevitable result that under war conditions petrol would be the more freely available fuel for road vehicles. Dr. J. Brewer (Shell Research) put in a supporting word for the small diesel as regards starting.

At a time when Italy's biggest manufacturer has just introduced a diesel car, these views gain in interest, and seem to indicate a wide divergence.

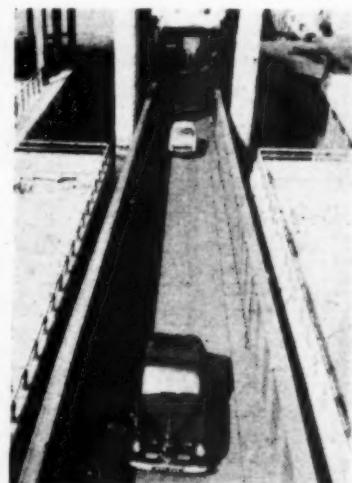
DRIVE-ON AT BOULOGNE

MORE magnificent counterpart of the new cross-Channel ferry terminal at Dover (*The Autocar*, April 10), is the new Gare Maritime at Boulogne, France's second passenger port after Marseilles. This provides drive-on facilities for motorists travelling between France and Britain, by means of a long ramp to the stern of the ships, and spacious accommodation for cars and passengers which will speed up still further the passage through customs, already exemplary in France by comparison with the dismal waits suffered at Dover, for instance. An example of the new terminal's despatch in this direction has already been shown by the passage of 107 Monte Carlo Rally cars early this year in precisely 23 minutes. Boulogne dealt with 31,725 cars in 1952.

Motorists are already using the drive-on facilities at Boulogne and there are favourable comments on the stylish and functional architecture of the Gare Maritime by those who are passing through it; the experience is pleasant, particularly if a meal is enjoyed in the superb restaurant that is part of the facilities, and contrasts strangely with the seeming reluctance to use the Dover terminal with more than a few vessels. On Sunday, May 3, for instance, a member of this journal's staff, having driven aboard the *Dinard* at Boulogne in a few minutes, was subject to an hour and a half's wait in a bitter northerly wind at Dover while cars were slung off the ship. As over 50 per cent of the car travellers were foreign,

their feelings can be imagined, and, indeed, were visible in their faces as they cowered behind railway trucks, stone blocks and dirty grey sheds, away from a north-easter that had reduced many of them to seasickness.

Soyez les bienvenus!



Cars driving up the long ramp from ship to shore at Boulogne.



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CORRESPONDENCE

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BUMPERS

Are They Serving Their Purpose?

[64871.]—Will someone please enlighten me as to the policy of car manufacturers in respect of bumpers?

As I understand it these fittings were originally intended to protect the car from damage caused by light shocks. They were firmly fixed, being bolted directly to main frame members in most cases.

Nowadays, although much more massive and imposing in appearance, they are frequently held in place only by relatively light brackets. Also the rear bumper is usually built so close to the body, and the front bumper to a valance, that even slight deflection must inevitably damage the bodywork.

Sheffield.

H. L. EVANS

DAZZLE

Solution to the Problem Lies Near Home

[64872.]—After reading correspondence on the subject of dazzle and having just completed a long night journey, which has served to re-emphasize previous conclusions, I feel compelled to point out that in my opinion the matter presents no greater problem than the correct adjustment of head lamps.

On the majority of occasions one dipped head lamp has caused far more worry (and, in some cases, complete temporary blindness) than a pair of double dippers on full beam.

In a slightly misty atmosphere a badly aligned head lamp betrays itself in the most obvious fashion and it strikes me that any amount of redesigning, legislation or good advice is completely thrown away on the type of mentality which is so obviously uninterested in getting the best from a lighting system, let alone in causing inconvenience to others.

Ruislip, Middlesex.

RICHARD N. CARLING.

FIRST COME . . .

Orders Should be Delivered According to Dates of Receipt

[64873.]—Long lists are again being drawn up for delivery of popular cars. Surely, this is an opportune moment for orders to be delivered in proper rotation according to date received by the manufacturer.

The old system results in new cars being "in stock for immediate delivery" in country districts, while city purchasers have to wait a much longer time for cars they have ordered.

I believe that some manufacturers have adopted this system, but the public would appreciate a clear statement from manufacturers at an early date.

G. CAMERON.

Liverpool, 23.

[Present delays are likely to be only temporary and are not, perhaps, as serious as suggested.—Ed.]

PETROL FUMES

Satisfactory Solution on a Post-war Aston Martin

[64874.]—I should like to suggest an alternative solution to the trouble mentioned by your correspondents [64813 and 64829]. It appears obvious that petrol spray is blown out of the carburettor intakes, so producing a violent smell. A small leak would not have this effect. It would be interesting to know whether any of the cars mentioned have full-sized air cleaners,

CORRESPONDENCE

as I have had this trouble on a car without a cleaner but have never experienced it where a cleaner was fitted.

My car is a post-war four-cylinder Aston Martin and I found that when the throttle was opened wide at fairly low speeds the petrol smell was very bad, but not with a wide throttle opening at high speeds. The inlet valves open on this engine at 8 deg before t.d.c. and my opinion is that at low engine speeds and wide throttle openings the air is travelling slowly through the intake and, owing to the early opening of the inlet valve, before the exhaust stroke is finished, there is a reversal of direction. I have completely cured the trouble by fitting a thin-gauge tube, of the same bore as the intake and about 4in long, to each carburettor. This either ensures that the air is kept moving in the proper direction or catches the spray that is momentarily blown back. I am not worried as to which it is; just pleased with the result. I think petrol consumption is also improved considerably.

Incidentally, the Aston Martin company informed me that only twelve of these cars were made and I should be very glad to hear of other owners so that we can compare experiences. I have owned several cars and driven many others, but have yet to find one I like better as regards performance, ride and control.

Loughborough, Leicestershire.

F. H. HOLMES.

SERVICE

How Uncooperative Can One Be?

[64875.]—Recently I had petrol trouble and came to a halt outside a service station.

I asked the man in charge if he would get one of his mechanics to clear the petrol line, which I knew to be the cause of the trouble, and was told, "Sorry, we are too busy." Although I explained that it was, at the most, a ten minutes job (Fiat 500—gravity feed) I was again told, "We've too many jobs to get out tonight."

He then retired into a glass-fronted stores and watched me do the job myself in pouring rain, handicapped by the fact that my right hand was heavily bandaged and that I had to work single-handed.

Can any reader beat this?
Mitcham, Surrey.

C. C. MELHUISH.

CAUSE AND EFFECT

The True Reason for Salvadori's Retirement

[64876.]—In fairness to our friends Wills, Pressure Filled Joint Ring, Ltd., I feel that I should point out that the withdrawal of Roy Salvadori's Connaught in the 15-lap *formule libre* race at Goodwood, on Easter Monday, was the result, in fact, of a cracked liner letting water into one of the cylinders, and not, as previously stated, of failure of one of the Wills ring cylinder head compression joints.

R. B. CLARKE,
Connaught Engineering.

Send, Surrey.

BEWARE

A Reader's Unfortunate Experience

[64877.]—At the present time when many motorists will be seeking garage accommodation in Central London I feel a recent experience of mine should serve as a warning to others to take particular care in their choice of garage.

About a week ago I left my car in a large West End garage from Friday lunch time until Saturday morning; when I left the car at the garage it was quite undamaged. When I went to collect it there was a large dent in the left-side rear wing, in fact, a hole had been torn in part of the wing. It was quite obvious that the front bumper of another car had been driven into mine with some force. The garage not only disclaimed all responsibility but adopted an attitude of complete indifference.

I am well aware that many garages surround themselves with a sufficiency of legal protection which effectively prevents any action for damages and in view of this it seems obvious that the only course left to the motoring public is completely to avoid such places.

Redcar, Yorkshire.

DONALD G. BROWNLIE.

DOWN UNDER

Australian Requirements

[64878.]—I should like to add my weight to the comments made on present-day design by Mr. L. Cox-Martin [64637]. I endorse everything he says on seats and gear levers.

In the latter regard I have never been able to understand why cars like the Hillman Minx, Austin A.40, Morris Oxford and

continued

so on, which, after all, are not true six-seaters, have to have such needlessly complicated and often ineffectual gear change arrangements. Even the Rover which, in models up to the P3, had a really excellent change, has succumbed to the dictates (whose, I wonder?) of fashion. I see that, in Britain, a kit for conversion back to floor change is available; surely a needless expense for someone buying an inexpensive car?

Another bad feature which many British manufacturers would do well to rectify is the increasing use of warning lamps instead of vital instruments. If cost is the reason, please leave space for these instruments on the facia and sell them as optional extras. British cars are expensive in this country, an Austin A.40 costing approximately £800 (expressed in sterling) and registration and insurance about another £25.

And please, British manufacturers, let us have more of the round-faced, black and white dials found today only on such cars as Alvis, Jaguar, Armstrong Siddeley Sapphire, and Jowett Javelin de luxe; and please include trip recorders on the speedometer. Money spent on better instruments could be saved by using less chromium decoration on grilles, rubbing strips and so on.

Another feature overdue for improvement on higher-speed cars such as Ford Zephyr, Vauxhall Velox and Citroen Six is longer-range and higher-powered head lamps. Our country roads here are frequently long and straight so that it is maddening to be held back by short-range lamps because of possible collision with straying stock.

H. SAWKINS.

New South Wales, Australia.

HORSTMANN

An Example Required in America

[64879.]—In "Vintage Fan's" letter [64807], published in the issue of April 3, your correspondent mentioned the name Horstmann.

For the years that I have been an enthusiastic supporter of your fine journal, I have looked for this name; in 1920 or 1921, my father, David Isquick, was the Scottish distributor for this make. The establishment was Harry Gold, Ltd., and was located at Charing Cross, in Glasgow.

My father has often told me about the beautiful dark blue, 30-coat paintwork, and the lowness of this car's build. The suspension was very soft for that era and the resultant ride was smooth and cushiony—something not too prevalent in the early 'twenties.

In the past few months, I have been in correspondence with one or two British firms to help me locate an early model Rolls-Royce Silver Ghost tourer. I would certainly be thrilled if one of your readers would be in possession of a Horstmann or an earlier make called the Stellite, one of the first cars owned by my family in Glasgow. Any information sent me would certainly be appreciated.

Cleveland, Ohio.

B. SCOTT ISQUICK.

FOCUS ON FACIAS

Further Thoughts on Convenience

[64880.]—Thank you for your excellent article "Everything Under Control" (The Autocar, April 10). I have, however, one or two additional comments to make.

The most sensible type of dip-switch made today is the foot-rest-cum-dipper as fitted to the new Humber Super Snipe. I would also like to see the designer pay more attention to small points. To cite two in particular: the positioning of the throttle (whatever type employed) in relation to the scuttle, and the fact that many drivers (including myself) drive with their right knee resting against the door panel; there is almost invariably a window winder or some other implement of torture placed in exactly the wrong place.

Thank you for an excellent journal but I wish that you would devote more space to interesting "hot-rods," specials and vintage vehicles.

PAUL NADIN.

Godalming, Surrey.

INSTRUMENTS

One Motorist's Point of View

[64881.]—There seem to be quite a lot of opinions on the proper instruments to be fitted to a car facia, and I notice that many old hands seem to want a great array. I wonder if this is because they really need them, or because they feel that they are not in a proper driving seat unless confronted by a mass of dials, pointers, and gadgets that please their ego by giving them a sort of "Commander of the Ship" feeling!

I am not a veteran car owner, and have possessed a car

To Owners of Sports Cars

Sustained fast driving places a very great responsibility on sparking plugs. Lodge, who for years have manufactured plugs for aircraft and racing car engines, are now producing for general release a special platinum pointed plug for use in sports cars and high efficiency engines.

These special sparking plugs sell at 15/- mainly due to the precious metal platinum that has been introduced to form the electrodes. Platinum is used for two main reasons. Firstly it has an exceptional resistance to spark erosion which means longer life for the plug and longer intervals between the need for adjusting the gap. Secondly the conductivity of platinum and its imperviousness to the effects of gas enables both electrodes to be very thin so that they do not shroud the spark.

These sturdy thin platinum electrodes allow the mixture to flow more easily all round the gap, resulting in more certain combustion, better slow running, better starting and noticeably better all round performance.

The plug has the exclusive Lodge 'Sintox' insulation containing the platinum centre electrode which is gold soldered to the copper core. This gives high heat conductivity to the plug generally and a wider operating range. A resistor and spring contact still further lengthen the life of the plug.

The gap setting on these plugs is .018"—.021" and owing to the special construction this setting should not be altered at all whether the engine manufacturers recommend a different gap or even when a sports coil is fitted. Such recommendations have usually been given for use with ordinary plugs having normal electrodes.

These special long-life platinum pointed plugs, made exclusively by Lodge, are manufactured with identically the same materials as used so successfully for the world-famous Lodge aircraft and racing plugs.

Your garage will advise you as to the correct type of Lodge platinum pointed plug for your car.

Lodge Plugs Ltd., Rugby, England

"For my
Bristol 403 Saloon
GIVE ME CASTROL

THE MASTERPIECE IN OILS"



Bristol recommend



CORRESPONDENCE

only a relatively few years, but I am all for an absolute minimum of instruments. A speedometer is about the only one I would class as essential. The real object of instruments is, surely, to tell the driver if things are going wrong, and, as the modern car is 99.99 per cent reliable, they are now redundant. I am sure that the constant anxious scrutiny of dials spoils the pleasure of driving. At high speeds its distraction may be a positive danger. Quite a lot of the instruments formerly classed "absolutely necessary" have gone now; and very properly, too!

A radiator thermometer, for instance. This delighted the "gadgeteer," but what good was done by knowing the temperature of the radiator water? None at all that I can see! Then there was the ammeter, which, happily, has now gone, too. It had some weird markings, labelled "charge" and "discharge," but I am sure that few motorists took much notice of it, and fewer still knew what such-and-such a reading meant. Now, with the voltage control generally fitted, there is no need to know what amps the dynamo is producing, for the modern charging system and battery can be left to look after themselves almost indefinitely.

The oil pressure gauge, too, has sensibly been replaced by a light, which tells the driver the thing he wants to know—that the pump is being driven. Surely, provided he has made sure that there is oil in the sump, that is all he needs to know? "Pounds pressure" mean little to the average motorist; and if he does know, what can he do about it?

This signal light system is so simple and serviceable that it seems that it might, with advantage, be used to get rid of another instrument that is an eyesore on most facias—the petrol gauge. Let this, too, go from our cars, and be replaced by two signal lights. One, which might be blue, would show when the tank was full, or nearly so, and the other, appropriately coloured red, would come on when the tank contained only a gallon, or less. These are the two details of information that the driver wants to know, and it would then be possible to do away with the wavering pointer on a scale that cannot be relied upon on any car that I know.

One indicator which I do like, and which seems to be appearing on many modern cars, is the signal light which tells the driver whether he has dipped or not. I am sure that many drivers will agree with me when I say that this is a help.

So, do please let us have our panels clear of all instruments, which only confuse us. I even favour a speedometer in which the pointer is replaced by an indication in displayed figures, rather like a "jumping figure" watch.

London, S.W.16.

RALPH J. LONGSTONE.

DO NOT UNTO OTHERS

The Motorist His Own Worst Enemy?

[64882.]—The commissioner outside our offices in Grosvenor Place informed me with a smile and a "Good morning" that I could leave my car in front of the entrance.

I parked with my tyres just touching the kerb and the sun was shining on the Coronation preparations. Two hours later I found my right-side wing and running board buckled and practically a hole in the door . . . the sort of damage which is not only seen but heard.

The perpetrator did not think fit to mention it to the commissioner standing within a few yards, nor did he leave his card; the police took particulars and smiled. The constable said that it was quite usual. If it is, then it would appear that the worst enemy of the motorist is, in fact, his fellow motorist; can it be so?

A little courtesy, a little more manners in this Coronation year, please.

A. P. VACCA, M.A., A.M.I.E.E.

London, S.W.7.

PETROL AND PERFORMANCE

No Firm Conclusions to be Drawn

[64883.]—Referring to the articles by John Rabson in your issues of March 27, April 3 and April 10 on fuel consumption with first-grade petrol, although not directly interested, since the fuel used was not supplied by my company, I feel I must correct the misleading impression given.

In no circumstances would we feel able to draw firm conclusions from the limited number of tests carried out by John Rabson. To do so we would require several repeat tests under each set of conditions.

The overall average of our own numerous and extensive

continued

tests on some twelve different designs shows an improvement of 7.7 per cent in m.p.g. by the use of first-grade petrol. In view of the large differences found between cars of different types this figure should obviously not be used as a target by individual motorists, but I think you will agree it presents a very different picture from that given in your articles.

W. S. AULT.

Manager, Technical Department,
Shell-Mex and B.P., Ltd.

[The author comments: On page 441, *The Autocar*, April 3, in the first paragraph of the second part of the article, I have specifically stated that, "The results and the conclusions drawn relate to the particular tests that were performed and, although they show the general trend, they cannot be considered as absolutely final and conclusive. To obtain such figures would require much more testing."—ED.]

"WANDERING MINSTREL."

Abnormally High Oil Consumption Suggested

[64884.]—I have just read Peter Garnier's article [*The Autocar*, April 24] with amusement and pleasure. You do contrive to make journey reports interesting; they can so easily degenerate into non-motoring-interest travoluges.

But what surprised me was the way, in the penultimate paragraph, in which Mr. Garnier says that, in covering 986 miles, only three pints of oil and four toppings-up with water were needed; this on a car provided by the makers and, therefore, presumably not too aged. Even allowing for high-speed travel with a 1½-litre engine this water and oil consumption seems to me fantastic. My knowledge of 1½-litre engines is restricted to Vauxhall, Javelin and Riley, but a reasonably maintained car should do 1,000 miles without using anything like three pints of oil.

Surely, if you had any car that did only 2,500 miles to a gallon of oil you would conclude that something was wrong?

Wilmslow, Cheshire.

K. KEMSEY-BOURNE.

[The author comments: It should have been made clear that, on taking over the car, one pint of oil was required to top it up. The total mileage was still low and it is not unusual for the oil consumption, at this stage of an engine's life, to be greater than it will be when the engine has settled down and some carbon has formed. In any case, an oil consumption of the order of 2,500 m.p.g. is not unreasonable.—ED.]



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"The Autocar" READERS' SERVICE

COLD STARTING

When starting from cold it is necessary to press the starter button of my car half a dozen or more times before the starter pinion engages with the flywheel instead of merely spinning idly. On the other hand, when the engine is thoroughly warm it engages immediately.

I have fitted a new, fully charged battery of the same size and make as the original and have carried out all the usual recommendations. The four brushes are perfectly free in their holders and are held in proper contact with the commutator by their springs. The trouble still persists, however, and I shall be most grateful for any advice you can give me on the subject.

G. H. P.

CEYLON.

IT would seem that the trouble may lie in the starter pinion moving sluggishly on its thread when the engine is cold. This pinion should not, of course, be lubricated because oil on the thread is apt to result in sluggish movement of the pinion. You should verify, when you remove the starter motor for cleaning, that the pinion moves quite freely.

Another possibility is that for some reason or another, possibly dirty contacts in the starting motor switch or a loose connection somewhere in the wiring to the motor, there is a drop of voltage when the engine is cold, but that the under-bonnet heat when the engine is warm and the consequent expansion of all metal components results in the faulty contact becoming a little tighter.

You should also check that the mounting is not damaged, with the result that the pinion is not accurately lining up with the teeth on the flywheel.

Squeaks

I have a Triumph Mayflower and lately the clutch has had a tendency to squeak during operation. The clutch is accurately adjusted and my friends suggest that it is caused by the clutch lining material. Is this likely?

Silangor, Malaya.

H. Y. K.

IT is difficult to understand why a squeak should be caused by the friction material, and it is much more likely that it is the clutch mechanism and thrust block that are causing the squeak. The only really satisfactory solution is to strip down and examine the components.

Thermo-syphon

I am building a special with a rear engine which I intend to cool on the thermo-syphon principle, but I am not at all clear as to what extent this limits the position in which the radiator is mounted. Is it essential that the header tank is above the level of the cylinder head?

Londonderry.

IF the thermo-syphon principle is to be employed, the header tank and top of the radiator core must be higher than the cylinder head. The greater the difference in height, the more efficient the cooling system will be. The principle makes use

of the fact that hot water will rise to the top of the system; if the heating element (i.e. the cylinder head) is at the top, no effective circulation will result.

Offset Crankshaft

I understand that in some engines (I have in mind the Ford Consul and Zephyr) the crankshaft is offset in relation to the centre line of the cylinders. I should like to know why.

Glasgow.

THIS is correct, the purpose of the offset being to give better control of the piston directional changeover at the top dead centre point, and also to reduce the tendency to piston slap. It is claimed that this method also brings the centre of thrust (owing to connecting rod angularity) farther down the piston skirt. Consequently, the bearing pressures are more equalized between the top and the bottom of the piston skirt.

Compression and Torque

What effect does an increase in compression ratio have on the torque and b.m.e.p.?

P. F. H.

Nuneaton, Warwickshire.

MAXIMUM torque occurs at the point of maximum b.m.e.p. (brake mean effective pressure). In other words, when the piston is receiving its most powerful push (maximum b.m.e.p.) it will also provide the maximum twisting force on the crankshaft (torque). An increase in compression ratio or volumetric efficiency will tend to increase the b.m.e.p. and therefore the torque, but in so doing the speed at which the maximum torque and maximum b.m.e.p. occur may also be affected.

Crankcase Pressure

When my car has been standing for a few minutes after a run, oil begins to run out of the clutch housing. I have had the rear main bearing checked, together with the oil return pipes, and I am convinced that all the mechanism for preventing oil from entering the clutch is in good condition.

B. P.

MANCHESTER.

IF the bearings and oil seal mechanism are in good condition, the oil trouble must be caused by excessive crankcase pressure. This can be brought about by a fault in the breather system, or by excessive blow-by owing to worn pistons or piston rings.

Oil Level

I have an 8 h.p. tourer and when the oil level is up to the top mark of the dipstick, oil is blown out from under the filler cap. As soon as the level drops to a point just above the centre mark on the dipstick it appears to remain steady and there is no further loss through the filler. The engine pulls well and there is good compression on each cylinder. The m.p.g. is also very

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

satisfactory. I have made sure that the breather is unobstructed and that gasket holes, and so on, are properly aligned. New oil control piston rings have had no effect on the fault.

C. G.

Narberth, Pembrokeshire.

IF you are satisfied that the engine can work safely and properly when the oil level is somewhat below the top mark, you could try not filling the sump to the maximum level, but operating the engine on the slightly lower level instead. It is possible that the dipstick is incorrectly marked.

Water Leaks

I suspect that my 1936 B.S.A. Scout has a tendency to overheat. My main problem, however, is that the level of water in the radiator drops much more quickly than it should, but I cannot spot any leaks. Can you diagnose the trouble?

Richmond, Surrey.

L. H. P.

LOSS of water may or may not be related to overheating. A small internal crack, or a leak across the cylinder head gasket may be the cause of this, and the latter should be particularly suspect, for the Scout is a compact engine and the gasket faces are very narrow. Oil scum in the radiator or water emission from the exhaust pipe are certain signs of internal water leaks, and these should be checked immediately. Excessive sludging of the oil in the sump is another indication.

Fuel Starvation

I am now absolutely satisfied that the ignition is working satisfactorily on my car, but at about 40 m.p.h. the engine will drag until given a touch of choke. The fault developed after a new petrol pump had been fitted and this was changed again with no effect. The whole fuel system was cleaned out and checked, much of the piping was replaced and the remainder blown through with compressed air; no improvement has been made.

E. G. W.

Sidcup, Kent.

YOU should check the pump delivery pressure and make sure that the new pump face gasket is not thicker than the original (with a mechanical pump) causing limited pump stroke. Is the carburettor needle valve the correct size and quite unobstructed? The carburettor jet settings should be checked and, of course, the jets should be checked also for looseness.

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"DAILY EXPRESS" INTERNATIONAL MEETING, MAY 9

TOURING CAR RACE

1st S. Moss JAGUAR Mk. VII

(Record lap 76.36 m.p.h.)

500 c.c. RACE

1st D. Parker KIEFT

2nd R. G. Bicknell STARIDE

3rd E. Brandon COOPER

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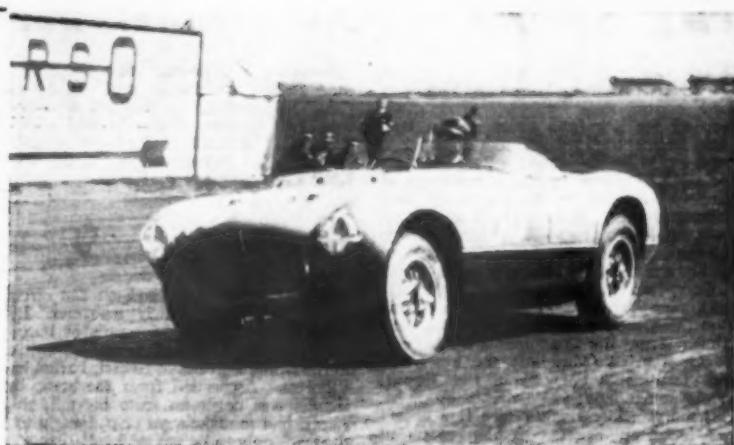
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THE
S P O R T
by
J. A. Cooper

Winner of the Production Sports Car race at last Saturday's Silverstone meeting : Mike Hawthorn, seen here rounding Abbey Curve in the 4.1-litre Ferrari with Superleggera body which he also drove in the recent Mille Miglia race in Italy.



SILVERSTONE • ISLE OF MAN • NAPLES

SILVERSTONE was certainly a good day, and from all points of view, including the weather. A better race than the formula 3 event would be hard to imagine, and right until the last second the result was in doubt. Ferrari deserved the dual success of the main event and the sports car race; incidentally, it is interesting that the two 4.1-litre sports Ferraris of Hawthorn and Cole were the cars driven by them in the Mille Miglia, and as the axle ratio had not been changed since that event, they did not use top gear at all at Silverstone, having a comfortable 135 m.p.h. or so without it! Also, Cole's car, which ran right through the Mille Miglia and finished fourth, had still the same set of Pirelli racing tyres on which it had started the Italian event; the rear pair were just about worn to the safe limit by the end of the Silverstone meeting, but it is a fine performance nevertheless.

One thing does strike me : there were three instances during the meeting of drivers jumping the start and incurring penalties therefor. One of them involved Bob Gerard, who is certainly not a start-jumper by design; and I am inclined to blame the method of starting, at least to some extent. The flag was raised and held aloft for fifteen seconds, and this, I think, is far too long; five seconds is a more normal and an ample figure. Fifteen seconds seems a very long time to a driver keyed up for the start; his heart gets palpitations, his left foot gets tired and starts quivering from the strain of holding out the clutch, and it is small wonder that these crimes were committed. Also, the starter was perhaps a little close to the front rank of the grid in the racing events; this meant that those drivers had to look up and to the right to a marked extent, and this made it more likely for the car to start to creep without the driver realizing it until too late. I am not criticizing the im-

position of the penalty, which is perfectly justified and, in fact, essential if discipline is to be maintained; there have been instances on the Continent, where things have been more lax, of the whole front rank edging forward step by step until all the cars were ten yards or more down the road before the flag actually fell, and this reduces the start to a farce.



IT is unfortunate that the only true road racing circuit in the British Isles, other than the Dundrod course in Northern Ireland, should by necessity be tucked away in the Isle of Man. Many enthusiasts who would like to watch the British Empire Trophy cannot manage the journey to see the race, although the 3.8-mile road circuit at Douglas is such a fine venue. The race will be run there again on June 18; regulations have recently been published. The B.R.D.C. is, however, faced with the sad possibility that this Coronation year event may be its swansong on this circuit, owing to lack of public support. It would be out of character to have to confine the British Empire Trophy to an aerodrome circuit.

The main difference in the regulations from those of last year is that any sports car is now eligible to enter. The event is, in fact, open not only to *marques* in general production; prototypes may also be entered, and any individually built sports cars. This should stimulate a varied and interesting entry, and probably keener competition than before will result in each class.

There will be two or more heats, of eight laps each, and a final of sixteen laps. The three classes are handicapped as follows: Up to 1,500 c.c., 3 minute start; 1,501 to 2,600 c.c., 1 minute start; over 2,600 c.c., scratch. The first seven finishers in each heat will compete in the final, which is limited to 30 cars. Cash prizes for the outright winner and fastest finisher are £50 each; the entrant of the first all-British car is awarded £100, and there are prizes in each class of £75, £50 and £40, for first, second and third places

respectively. (Entries close on June 1; regulations and entry forms from D. J. Scannell, B.R.D.C., 4, Park Lane, London, W.1.)



ALTHOUGH I have never taken the trouble to work out any statistics on the matter, I imagine that the number of car racing drivers who take up motor cycle racing as a change is negligible. There are, however, a few motor cyclists who decide sometimes that maybe four wheels and a metal body offer a more comfortable way of hurrying around a racing circuit than their two-wheeled method. Geoffrey Duke, who virtually deserted motor bikes last year to compete as a member of the Aston Martin *équipe*, was a notable convert; for his skill on two wheels had earned him the Segrave Trophy for 1951. Perhaps, therefore, it is not surprising that he is going back to motor cycles again. He has been released temporarily from his duties with the Feltham *marque*, and will ride a Gilera in the Isle of Man Senior T.T. race this year.



IT is fitting that in a year when we are celebrating a Coronation there should be some special award to encourage the manufacturers, drivers and mechanics—to say nothing of spectators—who pin their faith on British racing cars. The B.A.R.C. has nobly filled the need. The club is to commemorate 1953 by awarding 200 guineas and a handsome trophy to the most successful British driver of a British 2-litre racing car in events in the United Kingdom or abroad. Points counting towards the trophy, which are won in scratch events only, are awarded for the whole of this year's racing, starting from January. For Grand Prix events, run under the current international G.P. formula 2, the marking is as follows: 1st place, 50 points; 2nd, 40; 3rd, 35; 4th, 30; 5th, 20; finisher, 10. Other events run under an international permit qualify for points according to the length of the event concerned.

THE SPORT

continued

THE Ulster Trophy races will be run to-morrow (May 16) on the Dundrod road course, near Belfast. The main race of the day (two heats of ten laps each, and a 14-lap final) should prove a good tussle for the formula 2 contingent. Included in the entry list is the team of four Connaughts, to be driven by Roy Salvadori—who drove so well at Silverstone a week ago—K. McAlpine, J. Coombs, and the Belgian driver Johnny Claes; the H.W.M. team (drivers Peter Collins, Lance Macklin, and J. D. Hamilton), Ken Wharton in a Cooper-Bristol, Bira (Maserati) and Alan Brown (Cooper-Alta). From the Continent are Baron E. de Graffenreid (Maserati) and a solitary but formidable entry from the Ferrari stable at Modena, to be driven by J. M. Hawthorn. The smaller race is a sports car handicap event. Racing starts at 11.30 a.m.

Also this weekend is the first Prescott of the season, on Sunday (May 17). With fine weather, it may be a record-breaking day. At any rate, there is a substantial entry in all classes, which include formulae 1, 2 and 3 racing cars, and sports cars in all categories. Ken Wharton appears again with three cars: the Bell 2-litre E.R.A., a Frazer-Nash, and his 1,000 c.c. Cooper, with which he holds the record for the hill at 43.70s. Les Leston (Cooper) secured the formula 3 record last year, and is defending his title in the first round of this year's B.O.C. 500 c.c. championship. In the formula 2 class, Tony Rolt will drive the Connaught with which Ken Downing set up a new class record last year.

Starting today with a 250-mile road section, and finishing with a *concours d'élegance* at Morecambe on Sunday, the Lancashire A.C.'s Coronation Year Morecambe National Rally occupies the whole of this weekend. There is a good entry. Spectators will have the chance of seeing competitors perform the final elimination tests on Morecambe promenade on Saturday.

One of the popular club meetings at

Silverstone will be run this Saturday—the annual Maidstone and Mid-Kent "do." Spectating is confined to members and friends of the invited clubs: B.R.D.C., B.A.R.C., Vintage, Bugatti, N.L.E.C.C., Peterborough, and Half-Litre C.C. First race, 1 p.m.



IN the Naples G.P., run on the circuit of Pausilippo which measures 2.55 miles to the lap, the Maseratis of Fangio and Gonzalez offered some real opposition to the works Ferraris of Ascari, Farina and Villoresi. Ascari led from the start, but Fangio was never far from his tail; then Ascari had to make a pit stop, Fangio took the lead, only to be passed by Farina, who led by two seconds at half distance. Then Fangio had to stop for a wheel change, while Ascari (who had been in and out of the pits) retired. But Fangio was not beaten yet, and set out to catch Farina; at the end the Maserati was only 20 seconds behind the flying Ferrari.

RESULT (race distance 152.9 miles, 69 laps of 2.55-mile circuit)

1. Ferrari (Farina), 2h 12m 17.1s, 69.53 m.p.h.; 2. Maserati (Fangio), 2h 12m 36.4s; 3. Maserati (Gonzalez), 2h 13m 39.6s; 4. Ferrari (Villoresi), 1 lap behind.



JIM KIMBERLY, of Chicago, won the 200-mile main event at Bergstrom Air Force Base, Austin, Texas, on April 12, organized by the S.C.C.A. He was driving a 4.1-litre Ferrari, and finished with an average speed of 86.4 m.p.h. Twelve seconds behind him, Phil Hill took second place with his Jaguar. Hill pressed Kimberly all the way, and managed to pass him at about half distance, but the Ferrari was in the lead again in the next lap. A Jaguar XK120C took third place, driven by Masten Gregory.

The first race of the day, a 50-mile event for production sports cars, seems to have been Jaguars all the way; they finished first, second and third, drivers E. T. Newcomer, L. V. Rainwater and H. Fenner respectively. The second event, for modified sports cars of all classes, covering 75 miles, was won by Bill Spear in a 4.1-litre Ferrari at 85.7 m.p.h. Fred G. Wacker, who finished second in his Cadillac-Allard, had a tremendous duel with Jim Kimberly (4.1-litre Ferrari), and received the chequered flag with six seconds to spare in front of the Italian car.

There was an astonishing win in the third race by an Osca. This car was badly damaged during practice when it was being driven by its owner, George Moffett, who unfortunately sustained a broken leg and shoulder. Working all night with volunteers from the air force machine shop, driver Bobby Said and the crews of the other Osca entrants, repaired the car in time for the race the following day. Said found a formidable foe in Johnny Von Neuman, in a Goeckler Porsche. The two battled it out for the whole race, exchanging the lead 12 times in the first 16 laps. Said won at 79.2 m.p.h., with Von Neuman 12 seconds behind him. In third place was another Osca, driven by Rees Makins.

This race was the second in a series of seven to be held this year by the S.C.C.A., in co-operation with the Strategic Air Command of the U.S. Air Force. The next is on July 4 and 5, at Offutt Air Force Base, Omaha, Nebraska.



ENTRIES accepted for the national race meeting at Snetterton, on May 30, organized by the West Essex Car Club, include members of the *Ecure Ecosse* (Cooper-Bristol, Connaught, and four Jaguar XK120 C-types), R. W. Baird, with his two Ferraris and Alta, Don Parker (Kieft), and Ken Smith with his Smith 500. There is also Cliff Davis's interesting Tojeiro, Ron Flockhart in the E.R.A., and Don Truman (Cooper). The meeting caters for racing cars (*formule libre*, and formulae 2 and 3), and sports cars of any capacity; there is a special event for Bentleys. (Entries close May 25; G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.)

COMING SHORTLY

- MAY 15-17.—Lorraine Rally, France.
- 15-17.—Lancashire A.C. Morecambe National Rally and *concours d'élegance*.
- 16.—Ulster A.C. Ulster Trophy races, Dundrod circuit, Co. Antrim, N. Ireland, 11.30 a.m.
- 16.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
- 16.—Harrow C.C. Invitation rally and night navigational competition, Waters Garage, Hatfield, Hertfordshire, evening.
- 16.—Mercedes-Benz Club. Visit to Aston Martin, Ltd., Hanworth Park, Feltham, Middlesex, 2.30 p.m., followed by tea and film show, Hanworth Park Hotel.
- 16.—Alvis Register. Noggin and natter, Phoenix Hotel, Hartley Wintney, Hampshire, 6 p.m.
- 16-17.—Montreux Rally, Switzerland.
- 16-17.—A.C. Owners' Club. East Anglian Rally Round.
- 16-17.—West Hants and Dorset C.C. Moonfleet rally and gymkhana, Ibsley circuit, near Ringwood, Hampshire, 12 noon.
- 16-17.—Dunlop Car and M.C.C. Fort Rally, Fort Dunlop, Erdington, Birmingham, 24, 12 midnight.
- 17.—Inter-Europa Cup and Monza G.P., Italy.
- 17.—Production car race, Francorchamps, Belgium.
- 17.—Bugatti O.C. National speed hill-climb, Prescott, near Cheltenham, Gloucestershire, 11 a.m.
- 17.—Hants and Berks M.C. Driving test meeting, California in England, Wokingham, Berkshire, 1 p.m.
- 17.—Cemian M.C. President's Rally, King's Arms Hotel, Berkhamsted, Hertfordshire, 1 p.m.
- 17.—Bentley D.C. Mid-West Inter-regional team challenge driving tests, Esso House, Abingdon, Berkshire, 11 a.m.
- 17.—Alvis O.C. (S.E. Section). Spring Rally, Crispin Inn, Burnham, Buckinghamshire, 1 p.m.
- 21-25.—Aix-en-Provence rally, France.
- 22-23.—Eastern Counties M.C. Coronation Felixstowe Rally, Cavendish Hotel, Felixstowe, Suffolk, 11 a.m.
- 22-23.—M.C.C. Edinburgh Rally, Kenilworth, Warwickshire.
- 23.—Half-Litre C.C. International race meeting, Branda Hatch, near Fawkham, Kent.
- 23.—Winfield J.C. National race meeting, Charterhall, Berwickshire, 2 p.m.
- 24.—Frontières G.P., Belgium.
- 24.—Sardinia Trophy, Italy.
- 24.—Coupe des Dames, Italy.
- 24.—Riley M.C. (Cardiff Centre), Whitsun Rally, Castle Garage, Cardiff, 10 a.m.
- 24.—Cheltenham M.C. Staverton Speed Trials, Staverton airfield, near Cheltenham, Gloucestershire.
- 24.—Eastern Counties M.C. Felixstowe *concours d'élegance*, Felixstowe, Suffolk, 2.30 p.m.
- 25.—B.A.R.C. International race meeting, Crystal Palace, Sydenham, London, S.E.19, 2 p.m.
- 25.—Bristol M.C. and L.C.C. Race meeting, Thruxton airfield, Thruxton, near Andover, Hampshire, 1.30 p.m.
- 25.—Cornwall M.R.A. Race meeting, Davidstow circuit, near Launceston, East Cornwall, 2 p.m.
- 25-28.—R.S.A.C. Coronation Scottish Rally.

CLUB NEWS

Cheltenham M.C.—The annual Staverton Speed Trial will be held on Sunday, May 24, for 500 c.c. racing cars, sports cars, and saloons. Venue is Staverton Airport, near Cheltenham, Gloucestershire, and the one-kilometre course is roughly L-shaped. Invited clubs: 750, Half-Litre, Bugatti, Sunbeam, Bristol, Cirencester, Berkhamsted. The public will be admitted to watch the meeting. Admission charge is 1s; car park fee, 2s 6d. (Entries close May 18; G. H. Hines, 4, Orrisdale Road, College Road, Cheltenham.)

Veteran C.C.—The paddock behind Hendford Manor, Yeovil, on Saturday, May 2, sported a wonderful concourse of veteran and Edwardian cars. It was the rallying point for the Yeovil Rally and Trial, and marks were awarded for the number of miles the cars had to travel—under their own steam—to the event. After lunch, there was a timed trial to Stourton, Wiltshire. Before starting, all the cars fitted with speedometers had them covered; average speed, which varied from 12 to 25 m.p.h. according to

CLUB NEWS continued

class, had to be estimated by drivers. Secret time checks taken en route were used to decide ties. The course covered about 25 miles. Tea followed at the Spread Eagle Inn, and the following results were announced.

President's Challenge Cup (first combined performance): 1951 Delahaye (J. Noakes). **Rally:** Class A: 1, 1953 De Dion Bouton (R. G. Forster); 2, 1954 Riley (J. H. Woodin). **Class B:** 1, 1950 Rover (C. C. Tufnell); 2, 1955 Renault (J. R. G. Davies). **Trials Up to 1,000 c.c.:** 1, 1953 Riley (J. Woodin); 2, 1954 De Dion Bouton (H. T. Clarke). **1½ h.p.:** 1, 1954 Cadillac (H. E. Bowden); 2, 1956 Rover (C. C. Tufnell); 3, 1954 Darracq (R. D. Gregory); 4, 1954 Darracq (C. H. Smith). **Over 2½ h.p.:** 1, 1955 Ford (E. V. M. Whiteman); 2, 1955 Ford (A. W. Coffin).

Association of N.E. and Cumberland Car Clubs.—This is a new venture, to bring about a closer co-operation between the clubs in the north-east and Cumberland area for running social and competitive events. First meeting was held on April 11, and was attended by representatives from the Burnhope, Cumberland, Hartlepools, King's College, Middlesbrough, and Newcastle clubs. The subscription for 1953 was fixed at 10s 6d per club. It is hoped that other clubs will join; meetings will be held at different centres to be chosen by member clubs in rotation. Next meeting is on July 25, at the Middlesbrough club headquarters. In November a special meeting will be called to discuss in detail the question of dates for 1954 events before the compilation of the R.A.C. draft calendar. (R. B. Horn, 3, Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3.)

Southern Jowett C.C.—The club's first field day of the season was run on April 26, at Gustardwood, Hertfordshire. Unfortunately, the timekeeper's stop-watch played havoc with the results of the first driving test, and no results could be given—a pity, as some drivers had negotiated the series of eight marked points, in forward and reverse gear, with skill and speed. However, the next test was a simpler affair. There were seven marked lanes of varying widths; drivers had to follow them in forward and reverse, severe penalties being incurred for touching markers and tapes. **Results:** 1, Javelin (A. J. Deacon), 1m 6.4s; 2, Morris Minor (J. Fitzpatrick), 1m 9s; 3, Jowett 7 h.p. (P. Kehl), 1m 4.8s.

Next rally is at Balls Cross, Sussex, on Sunday, May 31. It will be another field event (no entrance fees), meeting at 12 noon, with the first test at 2 p.m. (R. Knight, 390, Hoe Street, Walthamstow, London, E.17.)

N. London M.C.—The Chessington Rally (May 31) combines a social rally with some competition and a visit to the zoo. During the morning some ingenious driving tests are followed by a picnic lunch; the afternoon's road section, while it has a few compulsory check points, leaves competitors free to drive through some of the best of Surrey's scenery. Non-competitors can watch the fun and have tea at the finish. Start is at Chessington Zoo, Surrey, at 11 a.m. (Entries close May 25; G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.)

Seven-Fifty M.C.—On May 31, the annual driving tests for the Ballamy Trophy are to be run at Frimley, near Farnborough, Hampshire. Clubs invited to compete in the fray are: Hants and Berks, Lancia, Lloyds, London, U.H.U.L.M.C. (Regulations from J. Collins, Cranbourne Hall, Windsor Forest, Berkshire.)

Morgan 4-4 Club.—The spares department of the club is becoming highly organized. Peter Brisbourne is compiling a register of Morgans (and spares), and can supply the name and address of the nearest member holding any required spare; in addition, there are a limited number of Coventry Climax spares available. This service is operated for members only.

A map-reading and navigation rally will be held on May 24, starting and finishing at Kidlington Airport, Woodstock.

Cemian M.C.—In the social run, on April 19, competitors were given a list of coded place names which they had to locate and then answer quiz questions. Marks were awarded for correct answers, and deducted

for exceeding the average mileage and lateness at the finish. Tea was served at the Sun Hotel, Hitchin, Hertfordshire, where Andrew Arnold, in a Jowett Javelin, was announced the winner.

The President's Rally, on May 17, consists of driving tests at Bovingdon, Hertfordshire. Invited clubs: Kentish Border, N.L.E.C.C., Civil Service, Chiltern Falcon. Competitors will sign on at the King's Arms Hotel, Berkhamsted, before 1.45 p.m., and proceed in convoy to the venue at Whelpley Hill. Cars will be divided into classes according to cubic capacity; there are two main divisions, open and closed. (Entries to G. T. Wilby, 16, Glenloch Road, Hampstead, London, N.W.3.)

Cornwall Motor Racing Association.—This organization is a joint committee of the Cornwall Vintage C.C. and Plymouth M.C. Their aim is to promote motor racing in the southwest of England, and their first race meeting is at Davidstow, near Launceston, Cornwall, on Whit Monday, May 25. Regulations are now out; the programme includes races for formula 3 racing cars, sports cars up to 1,500 c.c., and unlimited sports cars. There are also trophies for the best sports car up to 1,300 c.c., and between 1,500 and 2,500 c.c. The course measures 1.9 miles to the lap, and has three right-hand bends and a chicane. As this is the first venture to bring motor racing to this part of England since the war, organizers hope that they will receive support from competitors. Invited clubs: Aston Martin, W.H. and D., M.A.C., Sporting Owner D.C., Welsh M.R.C., M.G., Half-Litre. (Late entries until May 18; J. W. Limmer, Little Meadows, Toldish, St. Columb, Cornwall.)

Rhyl and D. M.C.—From two starting controls, Chester and Rhyl, competitors in the North Wales Rally, run at night on April 25-26, converged at the top of Horseshoe Pass, Llangollen, where a regularity test was held before the main route was tackled. This consisted mainly of minor roads which required fair navigational and driving skill. The night, however, was fine and an almost full moon helped drivers considerably. After this, the route led into Anglesey and its difficult maze of roads. Many lost marks here, and very few retained clean sheets after two tricky navigational sections which followed, and another regularity run over the Horseshoe Pass. Best performance: Morgan (J. H. Ray).

South Essex C.C.—After the rigours of a night run from one map reference to another, with secret checks en route, competitors in the Riley Cup night navigation run, on April 18, tackled a regularity test. Two laps of a 2½-mile circular course had to be completed at the same speed. Winner was J. Ludlow, in a Hillman Minx; runner-up, D. Holdaway, in a Morris Oxford.

Grimsby M.C.—Starting from the Granby Inn, North Thoresby Village, Lincolnshire, at 8 p.m., the Poacher Rally (May 30-31) has a series of time and route controls that must be visited in strict rotation. The course that one takes between them is a matter for the navigators to sort out. The event is still in its infancy, for club members only, but the organizers hope by next year to be able to raise the Poacher to closed invitation status. Entry will be divided into two classes, up to 1,500 c.c. and over 1,500 c.c. (Entries close May 16; Gordon Petchell, 177, Cleethorpe Road, Grimsby.)

Dunlop C. and M.C.C.—The third Fort Rally, to be held on Saturday-Sunday, May 16-17, consists of a moderately simple night run of about 115 miles through Warwickshire, Worcestershire, Gloucestershire and the eastern border counties of Wales. Finish of the night section is at Hope under Dinmore, Herefordshire, where breakfast will be served. Then competitors drive to Fort Dunlop, Birmingham, where there are final tests and questions of general road knowledge. Car entries are divided into two classes: up to 1,300 c.c., and over 1,300 c.c. together with any supercharged cars.

Herts County A. and A.C.—The hill-climb, to have been held on May 16, has been postponed to a later date.

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1952 ARMSTRONG SIDDELEY Whitley 6-lit. saloon, black, 6,000 miles, absolutely faultless condition throughout	£2,250
1951 JAGUAR Mark V 3½-litre drophead coupe, 11,000 miles, radio, and leather, stone-red leather, immaculate example of this model	£1,175
1949 JAGUAR Mark V saloon, genuine 19,000 miles from new, one owner, grey/grey leather, just fitted all new tyres, an outstandingly good example	£1,295
1951 (July) AUSTIN Sheerline saloon, grey/grey leather, 11,000 miles, in superb condition	£285
1951 RILEY 2½-litre saloon, black/brown leather, 13,000 miles, one owner, immaculate condition	£1,150
1950 (June) RILEY 1½-litre saloon, maroon/red leather, 20,000 miles from new, immaculate condition	£995
1951 HUMBER Super Snipe saloon, fawn/brown leather, radio, and leather, one owner, moderate mileage, in immaculate condition	£850
1950 MORRIS Oxford saloon, green/green leather, 26,000 miles, very well cared for example	£585
1947 CITROËN Light 15 saloon, one owner, excellent condition	£405
1950 (March) RILEY 1½-litre 4-door saloon, recent completed, very good condition	£495
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1950 (Nov.) TRIUMPH Epsom saloon, 14,000 miles, superb condition	£775
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IN BRIEF

Mr. F. D. Wicks has become sales manager for Britax, Ltd., Carlton Vale, London, N.W.6. Britax manufacture a number of car accessories.

Armstrong Siddeley service weeks have been arranged commencing as follows: May 18, The Station Garage, Rennie's Wynd, Aberdeen; June 29, A. S. Tilley (Garage), Ltd., Hove, Sussex.

A water intake operator at the Coryton refinery of the Vacuum Oil Co., Ltd., Mr. Stanley Scott Wood, has been awarded the B.E.M. for his brave conduct during the east coast floods early in the year.

Girling brakes and spring dampers were fitted to the Alfa Romeo cars which occupied the first ten places in the 2-litre touring class of the Mille Miglia. The winner, who set up a new record, used Champion sparking plugs.

An interesting programme of Rootes Group films was recently presented by Lycetts Garage, Ltd., St. John's Road, Stourbridge, Worcestershire. Of scenic, sporting and mechanical interest generally, the real spice was provided by films of outstanding Sunbeam-Talbot achievements.

Very imposing new premises have been opened in Colombo, Ceylon, by Tucker's, Ltd. To celebrate the occasion nearly 1,000 guests were present at a cocktail party, among whom were the U.K. High Commissioner, the U.S. Ambassador, Cabinet Ministers and Senators. Workshop space amounts to 60,000 sq ft.

Mr. Arthur Winkles has retired from the secretaryship of the Austin Motor Co., Ltd., a post which he took up 25 years ago. His association with the company dates back to 1914 and he will continue to serve on special work. The new secretary is Mr. S. J. Wheeler, who is also joint secretary of the British Motor Corporation.

When first established the Birmingham Aluminium Casting (1903) Co., Ltd. was one of the only two aluminium foundries in the country, and at a recent dinner under the chairmanship of Lord Burghley, K.C.M.G., chairman of Birmid Industries, Ltd., the company celebrated its 50th anniversary. The first castings for motor vehicles were produced for the predecessors of Sunbeam-Talbot—the Clement-Talbot Motor Co., Ltd. Birmid was the pioneer of the die-cast aluminium piston, making possible really high-speed engines.

At the moment it seems that there may be some confusion in the motor and allied industries about Whitsun and Coronation holidays. Firms who have been in the habit of arranging a Whit-Monday and Tuesday holiday may now limit this to Whit-Monday only, followed by a holiday on the following Monday (Coronation eve) as well as the actual day of the Coronation (Tuesday, June 2). The Standard company, for example, will have their service and spares depots open on Whit-Monday and Tuesday but closed on Monday, Tuesday and Wednesday, June 1, 2 and 3.

Mr. D. F. Sparks has been appointed representative for the eastern counties of Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2.

Sir John Dalton, A.M.I.E.E., F.C.I.S., is to be a director of Henley's Tyre and Rubber Co., Ltd., and has succeeded Sir Montague Hughman as chairman.

Sir Harry Pilkington, chairman of Tripex (Northern), Ltd., of St. Helens, Lancashire, has been elected president of the Federation of British Industries. He was knighted in the New Year Honours List and was formerly vice-president of the F.B.I.

A new 16-acre sports ground to serve the Lucas factories on the south side of Birmingham was opened by the Lord Mayor of Birmingham, Alderman W. T. Bowen, on Saturday, April 25. The joint managing directors, Sir Peter Bennett and Mr. A. B. Waring, received the guests.

New appointments by the National Benzole Co., Ltd. include those of Mr. H. V. Waite and Mr. S. Tindale as assistant sales managers. Mr. Waite has 31 years' service already with the company and Mr. Tindale, who joined in 1919, was divisional manager of the northern division until recently. A third appointment is that of Mr. Kenneth Best, who has taken over the Press relations department.

New London showrooms at Byron House, St. James's Street, W.1, were opened by Simmonds Aerocessories, Ltd. recently. Displayed there are Fram petrol, oil and water filters; Stenor vulcanizers; Simmonds locknuts and quick fastener Spire speed nuts; fluid content and pressure gauges; and the products of British Lead Mills, Ltd., British Lead Alloys, Ltd., Firth Cleveland (Machine Tools), Ltd., and the Firth Co., Ltd.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16634. Engine Conversion
"L. S. T."—Experiences of fitting a Ford engine in an Austin Seven chassis.

No. 16635. Jowett Javelin.
"G.G."—Experiences as to performance and running costs.

No. 16636. 1936-37 Singer Bantam.
"R.C.G."—Any available information and a handbook.

No. 16637. 1937 1½-litre M.G.
"J.W.W."—Performance data, general information and a handbook.

No. 16638. 1937 Opel Cadet.
"E.H.L."—All possible information and a handbook.

No. 16639. 1933 Triumph Super Seven.
"J.V.H."—Information on adjustments, overhauling, etc.; also a handbook.

No. 16640. Handbooks Required.
"W.A.H."—1937 14-56 h.p. Wolseley; also wiring diagram and lubrication chart.

"R.C.R."—1938 Austin Ten.

"W.N."—1934 Hillman Minx.

"L.C.P."—1935 10.8 h.p. Triumph Gloria.

"A.O.A."—1936 Lanchester Ten.

"R.J.H."—1931 12 h.p. Armstrong Siddeley.

"D.B.S."—1936 Humber Twelve.

"D.R.D."—1938 Morris Twelve.

"L.V."—1935 Morris Ten-Four.

"J.E.B."—1933 Rover Ten.

"L.P."—1939 Rover Fourteen.



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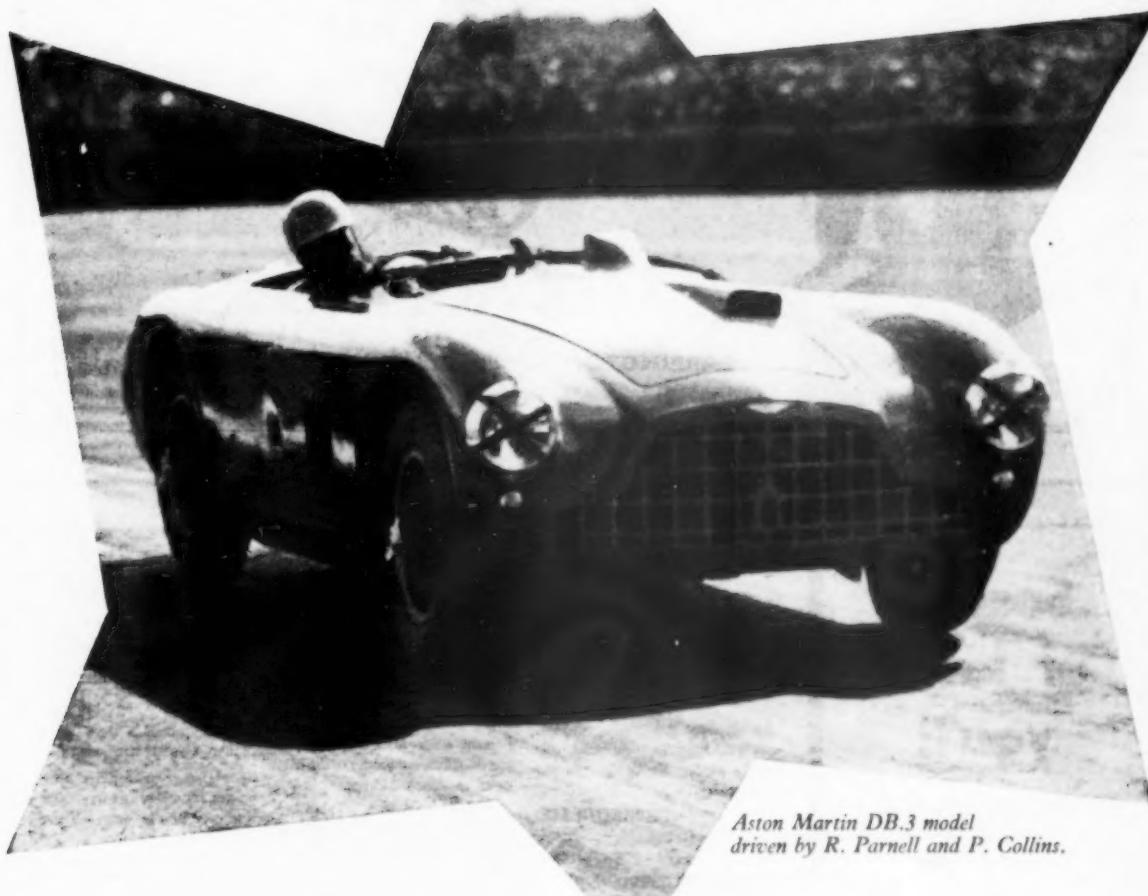
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Daily Express Silverstone Meeting May 9

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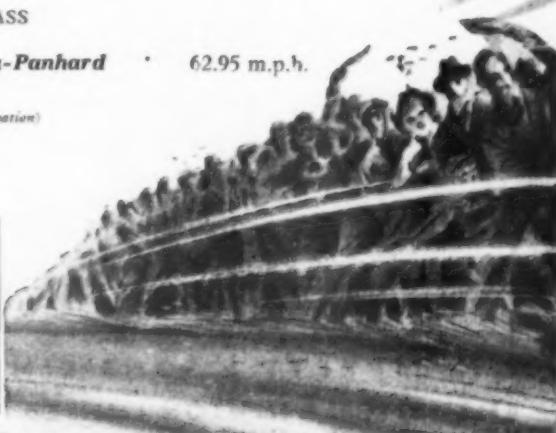
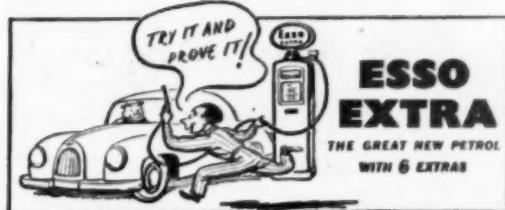
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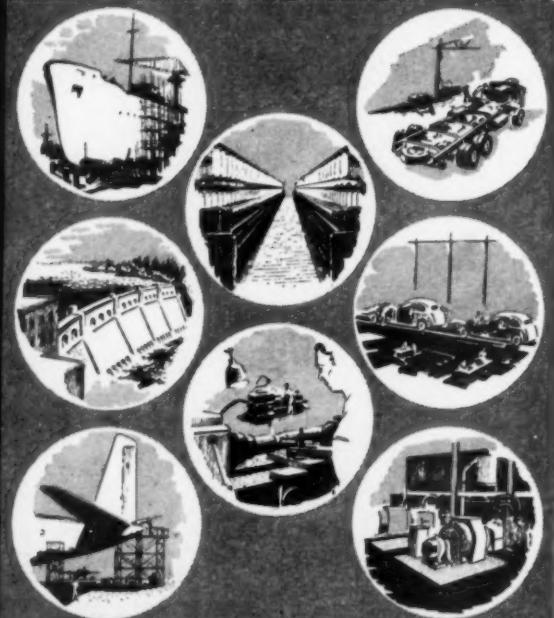
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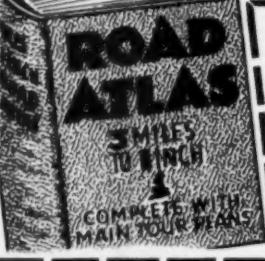
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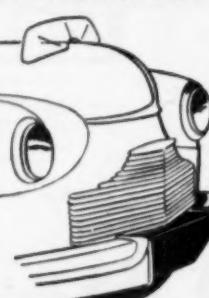
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1949 A.C. saloon, fitted heater, a really fine car: £650.

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1933 A.C. 2-litre drop head coupe, excellent condition. £250. Overhaul recently.—Autoworx, Ltd., Wimchester. Tel. 4834.

£225—1936 A.C. 16hp drop head twosome coupe, recent recond. engine and new tyres: £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 (July) A.C. 2-litre saloon, black and beige rev. covers, special engine and fittings, rev. count 10,000, 10,000 miles, as new: sensible offer accepted.—Box 6960. [C2069

1938 equipment; one of stable maintained regardless; low mileage; full history; beautiful condition and performance: £350.—Box 7135. [2287

1950 (October) A.C. saloon, finished in slate grey with blue leather upholstery, a really immaculate one-owner car, delightful performance; thoroughly recommended.—A. G. Edwards, 300, Great Portland St., London, W.1. Langham 0012. [C2003

A.C. Cars Wanted

PURCHASE A.C.—Portsmouth Rd., Thames Ditton, Emberwick 5551-2-3. [W4001

OWLAND SMITH'S, The Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R EQUIRED immediately, good A.C. pre- and post-war.—G. Edwards, Amsbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good A.C. for immediate cash, distance no object; details please to—300, Great Portland St., London, W.1. Langham 0012. [W2003

ADLER

FIRST registered 1947 Adler 9hp green saloon, 40 mpg, actually 1939/40 model: £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013

PERFORMANCE CARS urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex. Ealing 8841. or

107, New Cavendish St., Great Portland St., W.1. [W3061

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Services

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and services for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [C1024/R

ALLARD

B. J. HUNTER, Ltd., offer:-

1951 Allard sports saloon, fitted radio, maintained regardless: £695. [C2040

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY ALFREDS & Co., Ltd., 1952 Allard drop head

loursome, manual gear box, 1,000 miles guaranteed; adventurous price.—6-7, Warren St., W.1. Euston 5268. [C1005

SALES & WANTS

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ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words £1/- to defray the cost of registration and postage. Reply should be addressed to, "Box 8000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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ALLARD

RICHARDS & CARR, always best value.

1949 special 4-seater saloon, superb condition. Mercury engine, extremely reliable and fast. bargain: £475. Kinnerton St., Wilton Place, London, S.W.1. [C3045

H. M. BENTLEY & PARTNERS, Ltd., offer:-

1951 Allard saloon, 17,000 miles: £695.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1950 Allard P.1 saloon, blue, excellent condition: £595. John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£495 1949 Allard drop head coupe, maroon, red leather, excellent condition.—Saxon King Hotel, Saxon King, Bournemouth. Bournemouth 49861. [C1517

£395 1948 Allard foursome drop head coupe, fitted radio and heater, seat covers, etc., sound mechanically and well shod, an attractive example.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1025

545 gns.—Allard, 1948 sports 2-seater, black, blue leather, one careful owner, moderate mileage, unused spare, exceptional condition, terms, exchanges.—Rowland Smith, 6041. [C1018

495 gns.—Allard, October 1948 sports 4-seater, red leather, concealed hood, tonneau cover, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

Allard Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [C1018/R

J2 wanted for cash.—Valentine 2088 or 4674. [W2016

A LLARD in good condition for cash.—Tel. Valentine 2088 or 4674. [W2016

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, W.11. [W1013

J2 early model at a reasonable price.—K. N. Rudd, 65, Victoria Rd., Worthing. [3188

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041

RICHARDS & CARR, the best Allard buyers.—53, Kinnerton St., Wilton Place, London, S.W.1. [W3042

ALVIS

B. J. HUNTER, Ltd., offer:-

1949 Alvis 14 saloon, special razor-edge body, £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHARLES FOLLET, Ltd., offer:-

1951 Alvis 5-litre saloon, black, red leather, one owner, 5,100 miles only (genuine). Fitted telescop^o shock absorbers on front; this very desirable and carefully used car offered at £1,475.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5565. [C1010

BROOKLANDS: Alvis Distributors, new 5-litre.

1953 Alvis sports 2-seater 750 miles

1951 Alvis 3-litre saloon, radio, heater.

1951 (Dec.) Alvis 5-litre drop head coupe 6,000 miles.

1950 Alvis 14hp sports 2-seater: extras.

A LVIS cars examined, approved by distributors.

B UY or sell your car.

103 New Bond St., London, W.1. Mayfair 5551-3. [C1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1953 Alvis 5-litre 2-seater, 600 miles only; £1,465.

1951 Alvis 5-litre saloon, black; £1,175.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Tel. Eust. 6611.

1951 (Aug.) Alvis 5-litre Std. sal., black/maroon, £1,175.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. (3127)

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

A. CLAND & TABOR, Ltd., Welwyn 481/2, off. Tel. 1901.

1951 (July) Alvis 5-litre sports saloon black, brown leather, heater, demister, speedo reading 18,000 miles, really beautiful car in excellent condition throughout; £1,250. (C1901)

A. LVIS (1956) Crested Eagle sports saloon, immaculate, 40,000 miles; £275. Write Box 7241. (3023)

PERFORMANCE CARS—Good selection always available, written guarantee—See under 'Sports Cars'; 280—Old Brompton Rd., S.W.5. Fremantle 5471. (C5041/R)

1948 Alvis Tickford saloon, black, radio, heater—Surrey Autos (Horsley), Ltd., East Horsley 208. (3014)

1937 Alvis Crested Eagle, new tyres, bafts, etc.

nice shape; £250—Mr. Parrish, 80, Stafford Rd., E.7. (2957)

1921 Alvis 12.50 2-seater, engine reliable, modified body, fair condition; £90—Allen, 47, Barkston Gardens, S.W.5. Frobisher 5209. (3105)

CASS'S MOTOR CAR—1949 Alvis 14/70 drop head coupe, 15,000 miles, one owner, written guarantee; £5—Warren St., W.1. Euston 3523. (C1040)

1950 Alvis TA14 sports 2-seater, scarlet, 18,000 miles, one owner, radio, radio and many extras, as new; £800; seen London—Tel. West 7032. (3101)

1950 Alvis 14hp saloon, black, brown leather, exceptional condition, low mileage; £250—Jack Smith, 52, Bruton Place, W.1. Mayfair 5202. (C1040)

A. LVIS Speed 25 saloon, exceptional mechanical condition, maintained by makers, £300 spent within last nine months, coachwork good; £305; seen London—Tel. Frobisher 6597. (3004)

1935 Alvis Speed 20 saloon, Charleworth body, good condition; £200—F. G. Smith, 12, Chelmsford Rd., W.11. Meadow 2268 or Euston 7811. (C4011)

£225—1936 Speed 20 coupe de ville, by Mayfair Carriage Co., superb condition throughout, any trial or examination; £2. Arnold, 8, Homestead Way, Northampton. Tel. 51001. (3036A)

LANCASHIRE and Cheshire sales, service and spares specialists—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton 124, 49 and 176, Deansgate, Manchester. Tel. Deansgate 4507. (3038/R)

SPRING 25, 1958 model, open tourer, in perfect order, re-sprayed, engine overhauled, perfect mats, leather, tyres, etc.; £475. Alton Garage (Bayswater), Ltd., 17-19, Broad Mews, North Paddington, W.2. Pad. 8952. (C1007)

1933 Bowed 20 2-seater, originally prepared for Alpine Rally team, engine entirely reconditioned, reconditioned light green, fitted new carpets and weather equipment, replaced a most handsome car in beautiful over all condition; £250.

CHARACTER CARS, Craydon 2555. (C1004)

525—Alvis 14 November 1947 4-door 5-seater

525 shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tail-board, heater, good tyres, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturday; Row and Smith, Hampstead (Hampstead Tube). Hampstead 6091. (C4018)

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GUY SALMON AUTOMOBILES

PURCHASE Alvis—Portsmouth Rd., Thames Ditton 5551-2-5. (W4001)

A. LVIS 14hp saloon or coupe urgently required.

ERIO HAYES Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Tel. Paddington 0289. (C2035)

PERFORMANCE CARS—urgently require Alvis 14/70.

Great West Rd., Brentford, Middlesex. Ealing 9411, or—

107, New Cavendish St., Great Portland St., W.1. (W3041)

H. F. EDWARDS urgently require good Alvis for immediate cash, distance no object; details please to 200, Great Portland St., London, W.1. Mayfair 0012. (W2005)

CHARLES FOLLETT, Ltd., buy good late model cars.

18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8.

Alvis Spares and Service

SERVICE and spares for Alvis cars.

A. LVIS, Ltd., Service Station, 832, Finchley Rd., London, W.11. Tel. Speedwell 6762-3-4. Grams: Alvis Gold London.

AND at Alvis, Ltd., Service Station, Holmehead Rd., Coventry. Tel. 5501. Grams Alvis, Coventry. (10931/R)

CHARLES FOLLETT, Ltd., Alvis specialists

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. (10931/R)

MANCHESTER—Alvis repairers and spares, main

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. (10653/R)

KINGSTON-ON-THAMES—Sales and service—G. W. Wilkin, Ltd., 84 Eden St., Kingston 2241/2. (18405/R)

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1951 Ford Custom saloon. (C2025)

1950 Chevrolet Bel Air saloon.

Pontiac 8-cylinder de luxe.

1949 Studebaker Champion saloon.

Buick Super 8 saloon, r.h.d.

1947 American Ford de luxe r.h.d.

Oldsmobile d.h.c.

FOR further details see under classified advertising.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280—Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

SIMPSON'S MOTORS offer:—

RHD absolutely new 1953 Nash Rambler County Club sedan, 2-door, all extra.

RHD 1949 Pontiac saloon, 2-door, fitted radio, heater and seat covers.

A. ABSOLUTELY new Kaiser saloon, unregistered, fitted with overdrive, heater, radio, all extras.

NEW Kaiser saloon, hydramatic drive, fitted with all extras, including whitewall tyres.

1952 Chevrolet saloon, 2-door, low mileage, fitted with extras.

1949 Ford Custom 4-door saloon, fitted with heater and extras.

1949 Ford Custom 2-door, fitted with radio, heater and extras.

1949 Plymouth saloon, 4-door, fitted with heater, moderate mileage.

1952 Lincoln Continental saloon, 4-door, low mileage, radio, heater, seat covers.

Studebaker Champion saloon, fitted with radio, heater and all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691/3903. (C4015)

CAMDEN MOTORS offer post-war American cars:—

1949 Buick Roadmaster saloon, 6-seater 4-door, 2-door, 2,000 miles, all extras.

Buick Special 6 saloon, maintained since 1949 by concessionaires.

Hudson Super Eight touring saloon, right-hand drive model.

Hudson Commodore Six touring saloon, r.h.d., this year (1951).

Plymouth Special de luxe saloon, series P.15, six, right-hand drive.

De Soto de luxe 6-seater saloon, r.h.d., with fluid drive, etc.

Crysler Windsor right-hand drive saloon, hydramatic drive.

Ford V-8 (American) Super de luxe saloon, right-hand drive.

Lincoln right-hand drive saloon, chauffeur maintained, special leather upholstery.

Packard right-hand drive Super Eight saloon, Packard overdrive, etc.

Packard Super Eight saloon, very small mileage car.

FOR details, write, call or 'phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. (C1035)

1947 (Sept.) Oldsmobile sedan, black and cream, low mileage, immaculate condition, mechanical 100%.

A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Tel. Euston 4511. (N.W.1)

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars—97, Fulham Rd., S.W.5. Kensington 4555. (4028)

KAIER-RAZER special saloon de luxe first registered 1951, only been used for small mileage, and practically like brand new. This is the special traveller's model, possibly the only one of its kind in Europe. Seats 6 people normally or whole rear folds into a platform; approximately 8ft x 4ft, can be used for sleeping, two easily or conveniently store quantity of luggage, or when you go, Picnic words fail to adequately describe this vehicle. It is such a magnificent multi-purpose motor car that it must be seen to be fully appreciated; photographs supplied on request; 3 months guarantee; hire purchase, exchange.

A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Tel. Euston 4511. (N.W.1)

1939 Armstrong Siddeley 15 saloon, immaculate, guaranteed; £225, payment in 12 months. (C2027)

KENSINGTON HIGH ST., W.14. Tel. Euston 6651. (C2028)

£465—1947 Armstrong Hurricane 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945. (C2029)

R. IPOCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Tel. Regent 2852. (C3052)

£235—Splendid order and immaculate 14hp Armstrong Siddeley saloon—135, Cricklewood Broadway, N.W.2. (C2022)

£275—1939 Armstrong 17hp 6-seater tourer, radio. (C2011)

£275—1939 Armstrong 17hp 6-seater tourer, radio. (C2011)

ARMSTRONG SIDDELEY Hurricane, 1947, an exceptionally attractive and efficient car, synchromesh, many extras.—Tel. Epsom 251. (C3192)

£695—Lancaster saloon, black, 18hp, registered June '49, excellent condition, moderate mileage, radio, heater, 22,000 miles. (C2037)

1951 Armstrong Siddeley 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945. (C2037)

R. IPOCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Tel. Regent 2852. (C3052)

£235—1947 Armstrong Hurricane 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945. (C2029)

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1947 Armstrong Hurricane 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945. (C2029)

1947 Armstrong Hurricane 18hp saloon,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

£695—A beautiful 1949 Armstrong Siddeley Typhoon black, one owner, perfect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow, Tel. Harrow 4444. [C3025]

1947 Armstrong Siddeley Typhoon saloon, black, brown leather, synchromesh, moderate mileage, good tyres; £375.—120, Cartland Rd., Stinchley, Birmingham, 30. [C2978]

1950 Armstrong Siddeley Whitley 4-light saloon, black with brown leather upholstery, synchromesh gear box, radio and other extras, this car has been splendidly maintained and is a superb example in every way.—The Armstrong Siddeley HAMPTON MOTORS Ltd., The Armstrong Siddeley Specialists, 39, Sheep St., Northampton. Tel. 3618 (Sundays and after 6.30 p.m. 32107). [C2910]

Armstrong Siddeley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212.

RROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. [W4012-R]

GUY SALMON AUTOMOBILES

PURCHASE Armstrong Siddeley—Portsmouth, Tel. CHASEM DITTON, Embrook 5551-2-3. [W4001]

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

REALLY good second-hand Armstrong Lancaster required.—Cobb, 30, Harley House, N.W.1. [W1086]

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. St. 8000. Seven Sisters Rd., Tottenham, N.15. [C1018]

7—SEATERS privately owned Limousines required 18hp 1951-52 also 17/25hp 1939—cash waiting.—A. & B. 2 Providence Court, North Audley Street, Mayfair, 2941. [W1006]

PASS & JOYCE, Ltd., London and District Distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. [W385/R]

Armstrong Siddeley Spares and Service

ARCO ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange service; prompt guaranteed work by specialists.

DPRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301.

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributor. Works: Hawley Crescent, Canning Town, Tel. Gul. 4141.

HUNLYS, Ltd., Cheetham Hill Rd., Manchester, 8. have large stocks of spares; reconditioning of cars and preselecter gear boxes undertaken.—Tel. Deansgate 6216/7.

ASTON MARTIN

H. W. MOTORS, Ltd., offer:—

1953 Aston Martin DBII saloon, fitted special engine, low initial mileage, this car is indistinguishable from £2,350—H. W. Motors, Ltd., Walton, Thornton 2604-5-6. [C2042]

BROWN & WHITE (LEEDS), Ltd., offer immediate delivery of the D.B.2 saloon.—Roundhay Rd., Leeds, 7. Tel. 45405.

BROOKLANDS: Aston Martin distributors, stock D.B.2 saloons and drop head coupes; buy or sell your car.—103, New Bond St., London, W.1. [C1029]

ASTON MARTIN 1958 2-litre saloon, outstanding mechanical condition, magnificent appearance, excellent performance, radio, heater, air Br., The Soho Garage, Soho St., W.1. Gen. 6678/3. [C1041]

1935 Mk. II short chassis Bertelli 2-4-str. green, full equipment, showroom condition throughout, one owner, possibly the finest example available today; any trial to genuine purchaser: £445.—Box 7267. [S167]

Aston Martin Cars Wanted

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Aston Martin—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-5. [10197/R]

INTERNATIONAL—C. Le Mans wanted, any condition if price right.—C. Arnold, 6, Homestead Way, Northampton. Tel. 31001. [C2705]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre, 2-litre converted engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-5. [10192/R]

AUSTIN SEVEN

£95—Austin 7 1955 saloon good condition.—Tel. Watford 4747. [S105]

£235—1959 Austin Big 7 saloon, spotless condition; terms—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1937 Austin 7 Pearl Cabriolet, resprayed: £125. H.P. on any car.—Thomas Motors, 117, London Rd., Kingston 8415. [S139]

1938 Austin 7 5-light saloon 4-door de luxe, £185, exchanges, terms—Palmer's, 4, Russell Gardens, Mews, S. Kennington, Park 9764. [C3054]

AUSTIN 7 1956 Ruby, tyres and condition very good, thoroughly reliable, recent continental tour, average m.p.g. 32, gallons of 4,600 miles, gaskets, plugs, etc., cover and parking lamp: £175.—Collins Park 6468. [S111]

The Autocar

AUSTIN SEVEN

£225—Austin Big 7 1958, one family, under 47,000 miles, excellent condition, appearance, tyres, £291.9

1959—Austin 7, November 1956 Nippy sports 2-seater, sea green, spare unworn, excellent condition; terms, exchanges—Rowland Smith, below. [C2919]

125—Austin 7 1956 Open tourer, tourer, black, good condition; terms, exchanges, 1st open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

To clear!—1958 (December) Austin Big 7 4-door saloon, good engine, chassis, tyres, interior, reasonable coachwork, £150, also 1957 Austin 7 Ruby saloon, 1956 Austin 7 4-door saloon, £125.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C4018]

ARES offer:—

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

ARES offer:—

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

ARES offer:—

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

DICKS.

1947 Austin 8 4-door de luxe saloon, finished in pastel green, speedometer 900 miles, un-doubtably genuine, carefully used and as grand new—

Offers to

ARENS AUTOS, Ltd., 136 Streatham Hill, London S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Merton 2211-2. [C1002]

1952—Austin 8 5,000 miles, excellent condition, E.F.S. Motors, Kingston 8400. [C2004]

1953 Austin 8 saloon, black, heater, extras as new £615.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.3. Tel. Speedwell 0011. [C4004]

AUSTIN EIGHT Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

DICKS.

1947 Austin 8 4-door saloon de luxe, really as new £375. [C1029]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [C1072]

1939 Austin 8 tourer (not ex-W.D.), bargain: £175. 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5747. [C4007]

£350—1947 Austin 8, black, one owner.—Ernest Roberts, Bridge St., Guildford, Surrey. [C2407]

KENTISH & THOMSON, Ltd.—1947 Austin 8 saloon, 27,000 miles, excellent condition throughout: £395. 564-6, Wickham Rd., Croydon. Springpark 5474. [C2047]

Austin Eight Cars Wanted

DICKS.

1940 Austin 10 saloon, same as post-war: £225. [C1029]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [C1072]

GARAGE SERVICE Co., Ltd.

1938—Austin 10 Cambridge de luxe saloon: £245. [C1029]

1981—Finchley Rd. (Tempo Fortune), Golders Green, N.W.11. Speedwell 6892. [C2019]

KAR SALES OF EGHAM offer:—

1946 Austin 10 saloon, bargain: £225.—High St., Egham 5151-2. [C2056A]

1947 Austin 10 sun saloon, one owner, fitted heater, £242. [C2056B]

READ BROS. MOTOR Co. (LONDON), Ltd., 56 Christchurh Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048]

KAR SALES OF EGHAM offer:—

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war: £225. [C1029]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [C1072]

GARAGE SERVICE Co., Ltd.

1939 Austin 10 saloon, good condition: £215.—High St., Egham 5151-2. [C2056A]

AUSTIN 10, 1959, immaculate condition, fitted covers, wireless, heater: £215.—Sav. 5475. [C1073]

1936 model, Austin 10 saloon, one owner: £175. L. F. Dove, Ltd., 69, Broadway, Wimbledon S.W.19. Liberty 5456. [C1074]

AUSTIN 10, 1947, carefully used 23,000 miles only: £225.—Hanger Oaks Rd., St. John's Wood, N.W.8. Cun. 7555. [C2044]

1946 Austin 10 saloon, recent new engine: £370.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C1049]

1937 Austin 10 Cambridge saloon, choice of 2: £215. G.P., Balham, Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube) Batt. 1107-8-9. [C1024]

1940 Austin 10, similar to 1946, thoroughly reconditioned black, fitted new carpets and head cloth, treated Underseal: £325.—Heath Sycamore House, Bexley, Nottingham. [C2960]

WE have been asked to dispose of privately a good 1954 type Austin 10 2-seater and dickey, just out of store, well preserved. Fully equipped, an ideal little touring car for season: £155. h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8994. [C3059]

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40. [C1045]

£700 cash waiting for best A40 or similar car offered.—44, Streatham Hill, S.W.12. Tel. Hill 2676. [C3014]

WANTED—A40 saloons, in good condition. B. Star Garage 65, Fortune Green Rd., West Ham, N.W.1. [C1045]

Austin Ten Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [1095/R]

REALLY good second-hand Austin 10 required.—Coho, 30, Harley House, N.W.1. [W1086]

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A40 sports convertible, heater, 10,000 miles, £175. [C1024]

1951 Austin A40 Devon saloon, heater, 6,000 miles; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059]

KAR SALES OF EGHAM offer:—

AREAS offer:—

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, 1,000 miles, blue, heater; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C1051]

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, black, heater, 15,000 miles, £615. [C1045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

WANSTEAD MOTORS, Ltd., offer:—

1951 (Dec.) A40 saloon, grey, heater, sun-roof, 24,000 miles; £645. [C1024]

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C1042]

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1949 (March) Austin A40 Devon 4-door sliding head saloon, grey, heater, 14,000 miles, one owned: £545.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C1012]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A40, 8,000 miles, fitted heater, sliding head, tax year: £650.—Watford Way, Hendon Central N.W.4. Tel. Hendon 8094-5. [C1034]

1952 model A40, mist green, beautiful condition throughout: £655.—Preston, Lancs., area—Box 7178. [C1045]

1952 Austin A40 sports, blue, with heater, excellent condition, small mileage: £715.—Evans Motors, Carmarthen. Tel. 4262. [C1045]

1952 model Austin A40 Devon saloon, black, heater, 11,000 miles, tax year: £675. [C1022]

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4226. [C1055]

1951 (May) Austin A40, grey, blue leather, sun roof, heater, radio, heater, one owner, 14,000 miles, £545. [C1025]

1952 (March) Austin A40 Somerset saloon, heater, 2,500 miles, £785.—Green & Zonis, Ltd., 246, 252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C1028]

1951 A40, left-hand drive, 16,000 miles, green, beige leather, heater, export model in excellent condition, cleared B.M.T.A.: £540.—Tel. Canterbury 2425. [C1036]

1800 miles.—1952 A40 Somerset saloon, fitted heater, £775.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Tel. Temple Bar 3568. [C1027]

1950 A40 saloon, low mileage, one owner, excellent condition throughout; terms, exchanges—£550.—Boro Farm Motors, Limpisfield Rd., Sanderstead, Surrey, Sanderstead 1135/4. [C1056]

1952 Series Austin A40 4-door saloon, column gear change, low mileage, also 1951 Nov. 1 A40 10, 1952 A40 10, 1953 A40 10, 1954 A40 10, 1955 A40 10, 1956 A40 10, 1957 A40 10, 1958 A40 10, 1959 A40 10, 1960 A40 10. [C1010]

PRIDE & CLARKE, Ltd., 1952 Austin A40 Devon 4-door saloon, column gear change—Autoswift, Ltd., Winchester. Tel. 4654. [C1010]

PRIDE & CLARKE, Ltd., 1952 Austin A40 Devon 4-door saloon, column gear change—Autoswift, Ltd., Winchester. Tel. 4654. [C1010]

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PRIDE & CLARKE, Ltd., 1952 Austin A40 Devon 4-door saloon, column gear change—Autoswift, Ltd., Winchester. Tel. 4654. [C1010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A49 Cars Wanted

T
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E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately

MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London, N.W.1.
TEL: Euston 1212.

[0957/R]
WHY accept less for your Austin A49 saloon or
from Countrymen when you get its full market value
from Ferraris of Cricklewood, Ltd., 200-220, Crickle-
wood Broadway, N.W.2. Gladstone 2234.

AUSTIN TWELVE

KAR SALES OF BOHAM offer:—
1937 Austin 12 saloon, good order; £225—High
Et., Egmont 5181/2. [C2055A]

SLOCOMBES, Ltd. Willedean 4869.
1938 Austin 12 saloon, black, brown interior leather
just decoated; £225, or insured b.p. terms;
part exchanges cars or motor cycles; we close at 7.30
p.m.—Write, call or telephone Slocobmes, Ltd., 36-52
Dudden Hill Lane, N.W.10. [C20417]

1939 Austin 12 saloon, black, brown leather uphol-
stery, very good condition throughout; £345.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware
Rd., N.W.9. Col. 8062. [C3004]

£285—1938 Austin 12 saloon, taxed, bargain; £285.
Haverstock Garage, Haverstock Hill, N.W.5.
Gulliver 2662. [C3121]

AUSTIN 12 saloon, 1939, very good condition through-
out; £245—91, Garratt Lane, Wandsworth, S.W.18.
Battersea 5770. [C4062]

1947 Austin 12 saloon, black and brown leather
nominal mileage, in excellent condition
throughout; £425.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.
North 4441. [C1056]

1939 Austin 12 saloon, black, blue leather; £245.—
Silverthorne Motors, Ltd., 1013, Finchley Rd.,
N.W.11. Meadow 2288 or Euston 7811. [C4011]

1937 Austin 12/4, a very splendid vehicle; £265.—
Smith & Hunter, Ltd., 376, Kensington High
St., London, W.14. Tel. Western 2312. [C4019]

ROY'S offer a good 5-seater 1937 Austin 12/4 touring
car, fully equipped, £185; h.p. and exchanges.—
Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston
2700 and 8894. [C3059]

Austin Twelve Cars Wanted

C
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THE CAR MART, Ltd., London distributors, wish to
purchase Austin 12 cars.—297, Euston Rd., N.W.1.
Euston 1212. [C0954/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Austin 12.—Hampstead (Tube), N.W.3.
Ham 6041. [C4018/R]

AUSTIN SIXTEEN

DICKS, Ltd.
1948 Austin 16 saloon, highly economical; £495.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn.
Maida Vale 6899-9. [C1072]

CAR MART, Ltd.
LONDON Distributors.
1949 Austin 16hp saloon, guaranteed; £565.—Car
Mart, Ltd., Austin House, 297, Euston Rd., N.W.1.
Euston 1212. [C1039]

£485—1948 Austin 16 saloon, in excellent condition
throughout—Vanderwella, 215, Waverley Hill, N.W.3.
Primrose 4441. [C4037]

1946 Austin 16hp 4-door saloon, black and brown
leather, original, low mileage, excellent condition;
£425—Kings Motors, 1, High St., Hounslow.
Tel. 3524. [C2049]

HEARSE Latest Deluxe streamline 6-Bearer also 4-
Bear-Deck Coachwork, lavishly equipped, low
cost, bargain value—Alpe & Saunders, Providence
Court, North Audley Street, Mayfair 2941. [C1006]

Austin Sixteen Cars Wanted

T
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E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London, N.W.1.
TEL: Euston 1212.
[0955/R]

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Austin 16.—Hampstead (Tube), N.W.3.
Ham 6041. [C4018/R]

HIRECAR Limousines required, cash waiting—Alpe
& Saunders, Providence Court, North Audley Street,
Mayfair 2941. [C1006]

AUSTIN A70 & A90

ARES offer:—
1951 (late) Austin Hereford saloon finished in
black with grey leather upholstery, heater,
radio and many extras, speedometer reading 14,000
miles, undoubtedly genuine, carefully used and spotless
condition throughout. Driv. £725.—S. 2nd serial
No. 1000000. Tel. 2136, Streatham Hill, London,
S.W.2. Tel. Tulse Hill 1909, And at 10 and 11,
Ascot Parade, Clapham Park Rd., S.W.4. Tel.
Macaulay 2211-2. [C1002]

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A70 Hereford saloon, radio, heater,
12,000 miles; £855. [C2047]

1951 Austin A70 Hereford saloon, heater, 20,000
miles; £595.—Car Mart, Ltd., Austin House,
297, Euston Rd., N.W.1. Euston 1212. [C1039]

B. J. HUNTER Ltd. offer:—

1951 Austin A90 saloon, fitted radio and heater, really as
new; £750. [C2048]

B. J. HUNTER Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6305. [C2049]

H. W. MOTORS, Ltd., offer:—

1952 Austin Atlantic A90 sports saloon, 8,000 miles,
finished black with beige leather upholstery,
fitted radio and heater; £825.—H. W. Motors, Ltd.,
Walton-on-Thames 2404-5. [C2042]

SAUL & SLATTER, Ltd., offer:—

1950 Austin A90 power-operated convertible, cream
with blue leather upholstery; £725.—
44-46, Alderman Hill, N.13. Tel. Palmers Green
3631/2. [C4002]

MAYFAIR COUNTRY CARS offer:—

1951 (Sept.) Atlantic saloon, radio, heater; £700;
(terms and exchanges); 7, George Yard, Gros-
venor Sq., W.1. Mayfair 0151. [C3008]

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A70 Hereford convertible coupe, grey.
[C2045]

1952 Austin A70 Hereford saloon, green, heater,
12,000 miles; £695. [C2046]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. [C2045]

MAYFAIR COUNTRY CARS offer:—

1950 Atlantic convertible, radio, heater, excellent
condition; £650; terms, exchanges; 7, George
Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008/1]

MANN EGERTON & Co., Ltd., offer:—

1952 Austin A70 Hereford, Cheviot, fawn with fawn
leather upholstery, bench type front seat,
radio, heater, etc., 8,000 miles; £645.—
Berkeley St., London, W.1. Regent 2073. [C2066]

14—1952 Austin A70 saloon, £750. [C2067]

KAR SALES OF SOUTH HARROW offer:—

1950 Austin A70 saloon, perfect condition; £565.—
50/56, Northolt Rd., South Harrow. Byron
5544. [C2056]

1953 (May) Austin A90 saloon, 90 miles, below.

1952 Austin A90 coupe, power hood, radio, etc.
10,000 miles; £795—Weybridge 600. [C2025]

1952 Austin A90 saloon, black, immaculate; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd.,
N.W.1. Eus. 6611. [C2023]

£725—1951 Austin Hereford saloon, radio, heater.—
Autowork, Ltd., Winchester. Tel. 4551. [C1010]

1950 (October) Austin A70 saloon, radio and heater;
£585. [C2055]

LYNE FRANK & WAGSTAFF, 3-5, Crouch End Hill,
N.8. Mountview 4401. [C2056]

190 miles, Austin A70 saloon (April, 1953); £885.—
Sidney Marcus, Ltd., 33, Sloane St., S.W.1. [C3057]

COUNTRYMAN A70, new and unregistered, immediate
delivery, list price.—The Motor House, Bengeworth,
Evesham, Tel. 6062. [C1053]

£695—1951 Austin A70 saloon (January, 1951), in blue
with leather interior to tone, quite immaculate
condition throughout. [C1054]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041; open till 8 p.m.; write for catalogue. [C1055]

£850—Austin A90 sports saloon, black, beige uphol-
stery, 2,500 miles only, a genuine small
mileage car, as new throughout. [C1070]

£750—1951 Austin A90 saloon, black, beige uphol-
stery, recorded mileage 24,000, fitted heater,
radio. [C1070]

DENHAM SERVICE STATION, Ltd., Denham, Bucks.
Tel. Denham 2266. [C1056]

1952 Austin A70 Hereford sal., black, 8,000 miles,
superb condition; £655.—C. A. Peto, Ltd., 42,
North Audley St., W.1. May. 3051. [C3043]

1951 (June) Atlantic saloon, one owner, 12,000
miles, spare unused, heater, high ratio axle,
seat covers, windscreen washer; £745. [C2051]

MATTHEW BROTHERS, Sandy Lane North, Walling-
ton, Evesham 4050, 8620. [C2932]

AUSTIN A90 saloon, maintained by works since new,
first registered Sept., 1951; price £725.—Godrich,
31, Richmond Hill Rd., Birmingham, 15. [C2913]

A70 (Nov. 1950), one owner, 22,000 miles, radio and
heater, sunshine roof, black; £625. Joe Thompson
(Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington
4858. [C4028]

AUSTIN A70 & A90

JACK ROSE, Ltd., offer 1951 Austin A90 Atlantic hard
top saloon, very clean inside and out, one owner;
accept £765.—Stafford Rd., Wallington, Surrey. Wall-
ington 6677/8. [C3056]

A90 Atlantic, all electric convertible, Dec. 1948
miles; £575. Tel. Major Kennedy-Sloane, Leigh-on-Sea,
75354. (after 7 p.m.) [C3158]

1951 Austin A90 drop head, electric top and
windscreen, leather, covers, spare unused;
7,000 miles, like new; £795.—Sidney Marcus, Ltd., 33,
Sloane St., S.W.1. Tel. Sloane 5557. [C3061]

1951 Austin A90 Atlantic saloon, with radio and
heater, black, red, beige upholstery, one owner,
7,000 miles, immaculate; £765.—E. L. Mendel,
Ltd., 85 St. Portland St., W.1. Langham 2261-2. [C4018]

545 gns.—Austin A70, late 1949 Hampshire saloon,
black, sliding head, heater, good tyres, exceptional
condition; terms, exchanges, list open 9-7 week-
days and Saturdays.—Rowland Smith, Hampstead
(Hampstead Tube). Hampstead 6041. [C4018]

SPACIAL offer.—A70 Hereford, heater, green,
black, leather, good condition; 6,500 miles, unique condition,
absolutely indistinguishable from brand new, excep-
tional value; 725gns; terms, exchanges.—Home & Over-
seas Motors, 160, Finchley Rd., N.W.3. Hampstead
0667-9. [C3150]

Austin A78 and A80 Cars Wanted

T
H
E
CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London, N.W.1.
TEL: Euston 1212.

AUSTIN wanted in good condition for cash.—
A Valentine 2098 or 4674. [C2018]

RICHARDS & CO. buy A90s—35, Kinnerton St.,
W.1. Wilton Place, London, S.W.1 Sloane 5424. [C3085]

£750 cash waiting for best A70 or similar car
offered.—54, Streatham Hill, S.W.2. Tel. Tulse
2676. [C3016]

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Austin A70 and A90.—Hampstead (Tube),
N.W.3. Ham 6041. [C4018/R]

AUSTIN EIGHTEEN

ELLITE MOTORS offer:—
1935 Austin 18 long chassis saloon, one owner, laid
up during the war and not taxed since 1947,
mileage 35,000 believed to be genuine, im-
maculate original condition; exceptional opportunity at
£1,250. [C2018]

ELLITE MOTORS, 951/961, Garratt Lane, Tooting
Broadway, Tel. Balham 2474 (10 lines). [C2005]

Austin Eighteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to
purchase Austin 18 cars.—297, Euston Rd., N.W.1.
Euston 1212. [C0954/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Austin 18.—Hampstead (Tube), N.W.3.
Ham 041. [C4018/R]

7-PASSENGER privately owned 1958/39 Limousines,
also Saloons, urgently required, cash waiting.—
A. & S. 2, Providence Court, North Audley Street,
Mayfair 2941. [C1006]

AUSTIN TWENTY

1937 Mayfair, partition, 7-forward, steel wheels,
leather, one owner, good order, bargain value.
Alpe & Saunders, Providence Court, North Audley
Street, Mayfair 2941. [C1006]

AUSTIN A125 & A135

ARES offer:—
1949 black with leather and cord upholstery,
nominal mileage; this magnificent vehicle
has been beautifully kept and maintained and is
practically unmarked and indistinguishable from
a brand new 1951 series. [C1059]

ARES AUTOS, Ltd., 150, Streatham Hill, London,
S.W.2. Tel. Tulse Hill 1909, And at 10 and 11,
Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay
2211-2. [C1002]

CAR MART, Ltd.
LONDON Distributors.

1951 Austin A125 Sheerline saloon, 19,000 miles;
£1,125.—Car Mart, Ltd., Austin House, 297,
Euston Rd., N.W.1. Euston 1212. [C1059]

B. J. HUNTER, Ltd., offer:—
1950 Austin Sheerline saloon, fitted radio, heater,
superb condition; £895.—Austin Sheerline saloon, fitted innumerable
extras, positively as new; £795. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2.
Tel. Gladstone 6303. [C2040]

GUY SALMON AUTOMOBILES, offer:—
1951 (July) Austin Sheerline saloon, grey/grey
leather, 16,900 miles; faultless condition; £1,025.—
£1,150—Portsmouth Rd., Thames Ditton, Emberbrook
5551-2. [C4001]

1950 Austin Sheerline saloon, black, 15,000 miles;
£985. [C4001]

GORDON CARS (LONDON), Ltd., 373, Euston Rd.,
N.W.1. Eus. 6611. [C2025]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3), 4½-litre and New 4½-litre

H
H R. OWEN, Ltd.

LONDON'S Leading Specialists in Rolls-Royce and Bentley cars, offer the following selection:—
1952 Bentley 4½-litre standard steel saloon, black with tan hide, 15,000 miles, £3,600.
1951 Bentley Mk. VI 4-door sports saloon by James Young, black and grey with grey hide, 30,000 miles, £4,950.
1950 Bentley Mk. VI 4-door lightweight sports saloon by H. J. Mulliner, Oxford, Cambridgeshire with blue hide, 15,000 miles, £3,250.
1950 Bentley Mk. VI d.h.c. by Abbott, pearl grey with blue hide, 25,000 miles, £3,950.
1950 Bentley Mk. VI standard steel saloon, black with beige hide, 26,000 miles, £3,050.
1949 Bentley Mk. VI special sports saloon by H. J. Mulliner, light grey with grey hide, 30,000 miles, £3,950.
1949 Bentley Mk. VI standard steel saloon, two-tone grey with maroon hide, 45,000 miles, £2,650.
1948 Bentley Mk. VI sports saloon by Freestone & Webb, black with brown hide, 40,000 miles, £3,150.
1947 Bentley Mk. VI standard steel saloon, pearl black with blue hide, 57,000 miles, £2,195.
1939 Bentley 4½ overdrive high vision sports saloon by H. J. Mulliner, black and fawn with tan hide, £1,250.
1938 Bentley 4½ 2-door fixed head sports saloon by Vanden Plas, black with chestnut hide, £1,250.
1935 Bentley 3½ d.h.c. by Thrupp & Maberly, black with brown hide, £995.
1935 Bentley 3½ sports saloon by Thrupp & Maberly, black with brown hide, £995.

W We invite communication from owners who have such vehicles for disposal.
17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C1032]

CAMDEN MOTORS—Bentley 4½-litre Mulliner sports saloon, 1951 model and chassis number, one owner, in excellent condition, £2,950.

CAMDEN MOTORS—Bentley 4½-litre Thrupp & Maberly sports saloon (May 1951) coachwork regrinned and all chrome polished, general appearance is literally as new, engine just had first decock after 9,000 miles following rebore last year, faultless condition, many extras, radio, nylon seat covers, colour maroon and black, £995.

CAMDEN MOTORS—Bentley 4½-litre Park Ward saloon, 1951, in excellent condition to a new coachwork and interior quite immaculate, mechanical order of the very highest quality, £995.

CAMDEN MOTORS—Bentley 4½-litre sports saloon 1956, Park Ward body styling, very handsome example, five grey with maroon hide, mainly new dash and fittings, two owners, both Bentley specialists, 22,000 miles since engine and gear box reconditioned, £795.

CAMDEN MOTORS—Bentley Vanden Plas sports saloon 1956, standard styling modern lines, excellent coachwork and superbly maintained, £995.

CAMDEN MOTORS—Bentley 4½-litre Park Ward sports saloon, with overdrive, first delivered and registered 30.12.59, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes clutch, clutch plate, transmission, engine, gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy, photograph will be supplied to genuinely interested purchaser; £1,495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035]

1951 Bentley standard steel saloon, dark metallic grey with silver grey trim, mileage 19,800, and unblemished throughout, one owner, Rolls-Royce maintained, history available; accept £5,200 or Bristol or similar part exchange.—Bowles, 2, Elm Park Court, Pinney, Tel. 494 or 360 evenings. [C1055]

BENTLEY, believed to be the smartest and fastest 1951 standard sports saloon in England, specially gold painted and beige hide upholstery, just run in approximately 22,000 miles, owner-driven direct from Crewe, £1,750. A few minor items, £1,000; this exceptional opportunity is due to owner taking delivery new Continental Bentley.—Write Lowe, 45/58, Irving St., Birmingham, or Tel. Mid. 3411. [C1936]

4½-litre supercharged ex-Doland Bentley, an outstanding attractive car in impeccable condition, engine and supercharger have recently been stripped, crankshaft reground and block bored, 1950 specification includes "D" gear box, Scintilla magnetos, telecontrol shock absorbers, Wilfley, Alp, etc., all drums, rear coil and points, new dashboard and instruments; this fine car is at present owned by an enthusiast who has lavished a great deal of care and attention on it; a very large quantity of spares are available at attractive prices.—For further details, price and demonstration run telephone Wembley 3345. [C1917]

SPORTS 4-door 5½-litre H.J.M. saloon, leather, boot, £300 Bentley overhaul, good chassis, immaculate, £1,750.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair—2941. [C1006]

BENTLEY (PRE 1931)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R]

Bentley Cars Wanted

C
M THE CAR MART, Ltd., wish to purchase Bentley cars—Glimmer House, 190, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3454.

SEE "Exchange."—Lewis Motors, Gerrards Cross. [C1067]

BARTLETT—Bentley saloon 1934-36 urgently required, 27a, Pembridge Villas, W.11. [W1013]

Bentley Cars Wanted

GUY SALMON AUTOMOBILES
PURCHASE Bentley—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5.

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinney, Tel. 360.

1950 (about) Bentley Mark VI, low mileage; for private buyer; details and price to—Box 7104. [C2680]

PERFORMANCE CARS urgently require Bentley—Great West Rd., Brentford, Middlesex. Ealing 5641, or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

BENTLEY required privately, 1934-1939, good condition; write full particulars, history and where seen.—Box 7249. [C3051]

MARK VI steel saloon.—Reading Automobiles, Caversham Rd. Tel. Reading 3021-2. Special retailers and repairers. [C1351]

MARK VI standard saloon, 1947-8, in excellent condition.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012]

BENTLEY required privately, not earlier than 1950; give full particulars and history and where can be seen.—Box 7054. [C2637]

MARK VI all-steel Bentley saloon wanted, private.—Musselwhite, Eastfield Cottage, Church St., Farnborough, Berks. Tel. 2237. [C3016]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley—71, Broad St., Midland 2437. [C3057/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys.—Tel. Weybridge 255. [C1040/R]

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030]

PRIVATE buyer wished to purchase 1947 to 1951 Bentley saloon first-class condition; Austin Sheerline 1951 saloon, 8,000 miles only, in part exchange or will pay cash.—Box 7245. [C1027]

R. E. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—42, Queen St., Maidenhead, Tel. Maidenhead 3431/2. [C1031]

CARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and store, Barnsley Yard, off Elgin Ave., W.9. Tel. Cun-ningham 5956-7-8. [C1052/R]

TAYLOR & CRAWLEY Ltd. will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—46, Kensington Court, W.8. Western 0940. [C1036]

PRIVATE buyer wished to purchase 1947 to 1951 Bentley saloon first-class condition; Austin Sheerline 1951 saloon, 8,000 miles only, in part exchange or will pay cash.—Box 7245. [C1027]

R. E. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—42, Queen St., Maidenhead, Tel. Maidenhead 3431/2. [C1031]

CARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and store, Barnsley Yard, off Elgin Ave., W.9. Tel. Cun-ningham 5956-7-8. [C1052/R]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, latest stock of spares for all types. Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [C1049/R]

CARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and store, Barnsley Yard, off Elgin Ave., W.9. Tel. Cun-ningham 5956-7-8. [C1052/R]

SHOWROOM: 16, Berkeley St., W.1. Mayfair 6266. S. Spares part

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C1053/R]

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [C1049/R]

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Mayfair 5242. [C1030/R]

B. M. W. Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1939 four-door d.h.c., radio, this car is in original condition and faultless condition is very economical to run, £350. [C1030]

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., N.W.5. Fremantle 5471. [C1064]

ROUGH SUPERIOR, immaculate 4½-seater coupe, carefully used by proud owner, one previous owner since 1938 when bought out of show, black, 22hp, red hide, walnut woodwork, 20mpg, very fast, only reason for sale going abroad; giving away at £385. R.A.C. and A.M.C. inspection invited.—80, Dundee Lane, Ramsbottom, nr. Manchester. [C1017]

B. S. A. Cars Wanted

B. S. A. in good condition for cash.—Tel. Valentine 2096 or 4674. [C1018]

OWLWAND SMITH'S, the Car Buyers.—Highest cash price for B. S. A.—Hampstead (Tube), N.W.3. Ham 6041. [C1041/R]

B. S. A. Spares and Service

BASIL ROY, Ltd.—B. S. A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Great Portland St., W.1. Langham 7733. [C1044/R]

B. BUGATTI

BUGATTI type 57s, two for disposal, 110 mph, drop head coupe and International 4-seater, £1,050 and £975. J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.9. Maida Vale 1351. [C1028/R]

B. S. A. Cars Wanted

B. S. A. in good condition for cash.—Tel. Valentine 2096 or 4674. [C1018]

OWLWAND SMITH'S, the Car Buyers.—Highest cash price for B. S. A.—Hampstead (Tube), N.W.3. Ham 6041. [C1041/R]

B. S. A. Spares and Service

BASIL ROY, Ltd.—B. S. A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Great Portland St., W.1. Langham 7733. [C1044/R]

B. BUGATTI

BUGATTI type 57s, two for disposal, 110 mph, drop head coupe and International 4-seater, £1,050 and £975. J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.9. Maida Vale 1351. [C1028/R]

B. S. A. Cars Wanted

B. S. A. wanted, any type but price main consideration.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [C2704]

B. S. A. Spares and Service

J. LEMON BURTON Bugatti service, Lonsdale Rd., Kilburn, N.W.9. Maida Vale 1351. [C1007/R]

B. BUICK

Buick coupe, good running order; £200 or offer.—Tel. Camberley 513. [C1095]

1949 Super Buick 4-door saloon, colour black, Dynaflo, low mileage.—Below.

R. H. D. 1949 Super Buick 4-door saloon, colour blue. Joe Thompson (Motors), Ltd. 97, Fulham Rd., S.W.3. Kensington 4858. [C1028]

B. BUICK 3½-litre Roadmaster 2-door saloon, 1950 registration, low mileage, superb car.—Auto Service Garage, R. L. Stevenson Avenue, Bournemouth. Tel. Westbourne 63344. [C1018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

£180 or terms—Buick Viceroy saloon, 1936, well maintained, taxed—7, Radcliffe Rd., Croydon 1503 (private).

1939 Buick straight 8 drop head coupe, black brown leather, genuine 12,000 miles, immaculate motor car, heater, one owner, first registered July, 1940. £675.

JACK OLDFING & Co., 8-10, North Audley St., W. Mayfair 5242-5-3.

1946 Buick Super 51, right-hand drive, radio, heater, twin colour scheme, complete engine overhauled. £795—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

1948 1947 series Buick 8-seater electric convertible, white coupe, a magnificent car with radio, heater, taxed, new tyres; £350 down—Bray Motors, 130-184, West End Lane, N.W.6. Hampstead 6490.

A DVERTISER possessing a superb 1947 Buick 4-door special 31hp saloon will sell or exchange for a later model saloon or convertible American car; cash adjustment to be read—Springfield, Ashley Rd., Hale, Cheshire. Altrincham 2270.

£333!!—Rare and beautiful Buick 30hp de luxe saloon, leather bodywork original, open top doors, look inside, it's magnificent, drive it, you cannot fault it, no one looking at or driving this car would possibly believe it to be 15 years old; the finest specimen we have had; 3 months' guarantee; hire purchase, exchange, etc.

L AMPS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground).

CAMDEN MOTORS—Buick drop head coupes, 1938 series super eight, right-hand drive model with American Fisher body styling, coachwork immaculately finished in tasteful duo-grey (just resprayed), all fittings rechromed and as new, brand new hood and tyres fitted, extensive mechanical overhaul, new front suspensions, etc., extra built-in radio and heater, performance and mechanical condition of the very highest order, written guarantee; £345.

CAMDEN MOTORS, Leighton Buzzard, Beds.—Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., buyers of Buick—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

7-SEATER private, 1937/38. Limousines required, cash or exchange. Alcock & Summers, Providence Court, North Audley Street, Mayfair 2941.

METCALFE & MUNDY, Ltd., will buy your Buick car—280, Old Brompton Rd., S.W.5. Fremantle 5471.

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903.

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Buick models—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (10304/R)

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Langham 0012.

Buick Spares and Service

R EPAIRS, parts reconditioned guaranteed gear boxes, suspensions, shock absorbers—10, Winchester Mews, N.W.3. Prim 2647.

B UICK sole concessionnaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10414/R)

CADILLAC

CADILLAC 7-seater limousine, chauffeur-maintained since new, genuine 55,000 miles, first registered 1935, inspection and trial—Burnley Motor Mart, Cannock St., Burnley. Tel. 5495. (2940)

CADILLAC saloon, 1947 model, reg. 1953, l.h.d., cord upholstery unmarked, exterior very good, 29,000 miles since new, open to any A.A. or R.A.C. inspection; bargain, £1,095—Chadneys Motors, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. (3064)

L IMOUSINE, 1938. Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible. £765. Another similar, £695—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers—Wembley 8691/3903. (W4015/R)

METCALFE & MUNDY, Ltd., will buy your Cadillac car—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (1004/R)

Cadillac Spares and Service

CADILLAC sole concessionnaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10012/R)

CHEVROLET

1950 Chevrolet Styling 4-door de luxe saloon, heater, l.h.d., outstanding condition, choice of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5986. (C1027)

RHD Chevrolet 4-door saloon, 2,000 miles only—Joe Thompson (Motors), Ltd. 97, Fulham Rd., S.W.3. Kensington 4658. (C4028)

1948 Chevrolet Stylermaster 2-door saloon, radio, heater, numerous extras, l.h.d., taxed, De- cember; £525—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. (C1030)

CHEVROLET

1950 (October) Bel Air hard-top convertible, maroon and buff, 12,000 miles, fitted with all extras; this car has unusually attractive lines and is very similar to a small Cadillac in appearance. £1,000—**METCALFE & MUNDY**, Ltd., 280 Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

Chevrolet Cars Wanted

JOE THOMPSON

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

METCALFE & MUNDY, Ltd., will buy your Chevrolet car—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5586. (W1027/R)

Chevrolet Spares and Service

R EPAIRS, parts reconditioned guaranteed gear boxes, suspensions, shock absorbers—10, Winchester Mews, N.W.3. Prim 6159. (1040)

CHEVROLET spares and repairs for private vehicles; distributed for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5586.

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHEVROLET distributors, will purchase all types of Chrysler vehicles—59-65. Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (1045/R)

OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHEVROLET distributors, spares for all models, exchange reconditioned units in stock—59-65. Belsize Rd., N.W.6. Mai. 5555/2155. (1045/R)

CHEVROLET Specialists, comprehensive spares engines and exchange units for all models—**CHURCH ROAD ENG.**, Co., Ltd., Hadleigh, Essex. Tel. Hadleigh. Essex 57271. (19684)

CHEVROLET Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2554. (10361/R)

CITROEN

CAR MART, Ltd.

1951 Citroen Light 15 saloon, 8,000 miles; £855.—**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (10109)

C. G. NORMAN & CO.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock—50 Vauxhall Bridge Road, S.W.1. Vic. 2211. (10756/R)

RUSSELL MOTORS offer—

1948 Light 15 Citroen, colour black, two owners only. Any trial or examination.

A NY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. (C2040)

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. (C2042)

1949 Citroen Light 15 saloon, moderate mileage; this car is in exceptional condition and finished light maroon, red leather upholstery; this vehicle is fitted with many of the latest chassis features; £565.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. (C2042)

JOHN S. TRUSCOTT, Ltd., for Citroen ~

ONLY first-class examples are offered.

PRESENT stock includes 1946 Light 15, £425; 1948 Light 15, £525; 1950 Light 15, £500; others usually available.

OFFICIALLY appointed Citroen agents; new models from stock; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. (C4055)

RICHARDS & CARR, always best value

1950 Light 15, 16,000 miles, faultless and extremely smart; £695.

1948 Light 15, 25,000 miles, being reconditioned now excellent condition; £495.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (15340)

£325—Rare opportunity to acquire Big 15 1940 drop head de luxe—Gia. 8142. 145, Cricklewood Lane, N.W.2. (2748)

£398—Citroen Light 15 super modern sin., body and interior tip-top, superb performance; choice 2 owners.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5096-7. (150) 150, Park Lane, W.1. Tel. 1017.

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (15340)

£1,000—Citroen Light 15 saloon, grey with red leather, low mileage, one owner, perfect condition throughout; £755.

H. A. SAUNDERS, Ltd., 326-333, Euston Rd., N.W.1. Euston 4511. (C3040)

CITROEN

1937—outstanding condition, bills £200, 6,000 miles since, many extras; £265—48, Lyndwood Grove, Orpington. Tel. 7325. (1088)

1949 Citroen Light 15 saloon, radio, taxed, magnificient, guaranteed; £550. payments—Vaughan 17, Astwood Mews, S.W.7. Fro. 1519. (C4055)

1951 Citroen Light 15 (February), pale green, heater, 6,000 miles, excellent condition; £750.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (2601)

1951 Citroen 15 (February), pale green, heater, 6,000 miles, excellent condition; £750.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (2601)

KENTISH & THOMSON, Ltd.—1951 Citroen Light 15 saloon, sun roof, black with red leather, genuine 6,000 miles, excellent throughout; £815—564-7. Wickham Rd., Croydon. Springbank 5477. (C2047)

CITROEN 15, 1949, just reconditioned black, red upholstery, sliding head, really exceptional condition, can be seen Lincolnshire, owner wishes to exchange for new or nearly new Ford Zephyr. Box 7163. (2322)

1946 15hp Citroen de luxe saloon, black, with red leather, leather head, just had suspension and universal overhauls, sprung steering wheel, Fram oil can, oil lights, etc.—£450—Woking Motors (Maybury Hill) Ltd., Woking 1928. (C4057)

TANKARD & SMITH, Ltd., offer 1949 (Nov.) Citroen Light 15 saloon, maroon with maroon leather, speedometer reading 33,000, excellent condition throughout; £575; three months' written guarantee—194-195, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-5. (C4036)

1947 Citroen 15 saloon, sun roof, beige with red leather and covers, twin carburetors, 26mpg. £175 recent overhaul, new engine, reconditioned and type tested December, exceptional car; £495; exchange, hire purchase, Hough 1, Bankside, Ferry Rd., Teddington. Kingston 7150. (12820)

CITROEN 1947 (23/12/46) black Light 15 sports saloon specially prepared engine fitted 2 carburetors giving staggering acceleration and performance, perfect road work, loose covers; undoubtedly the fastest Citroen available; £440 or will exchange for 32" B.M.W. or more conventional saloon—24, Park Hill, Birmingham, 13, South 1215. (13160)

Citroen Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5454. (10172/R)

R

OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcome.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1000/R)

CITROEN in good condition for cash—Tel. Valentine 2099 or 4674. (W2018)

PERFORMANCE CARS urgently require Citroen—Great West Rd., Brentford, Middlesex, Ealing 8841 or—107 New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

WANTED privately, Citroen 15, post-war, immediate cash—Please tel. Leicester 66007. (1036)

RICHARDS & CARR buy post-war and good pre-war Citroens—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

CITROEN—John S. Truscott Ltd., urgently require good examples; highest prices for cash or exchange—175 Westbourne Grove, W.11. Bay. 4274. (W4035)

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon. Distributors and specialists for over 25 years: repairs, overhauls and spares—Tel. Croydon 5151-2. (10187/R)

THE HEADINGLEY MOTOR & ENG., Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. (10061/R)

WIDCOMBE GARAGES Ltd., Putney Rd., Bath 4865—Citroen parts reconditioned drive trains 48-hr service.

SHRIMPTON'S MOTORS, Ltd.—London Distributors, Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. (10721/R)

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (10200/R)

CITROEN, We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock—Barnehurst Garage Ltd., Bexleyheath 725.

BOWERS ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11. (Bow 2244); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr, all spares stocked. (10205/R)

CONNAUGHT

L. F. WARD, Ltd.

1949 Connaught sports 2-seater, all-weather equipment extremely fast.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0176. (C4074)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler 2½-litre Consort saloon, heater one owner, supplied by us new, finished in dual colour scheme; £1,285.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. R 1665.

DAIMLER

STRATSTONE, Daimler distributors.

DAIMLER 27hp 7-passenger Limousine (1947) black

with cloth to rear, chauffeur kept; £2,500.

DAIMLER 2½-litre special sports coupe (1951), duo

fawn with beige leather, most attractive; £1,595.

DAIMLER 2½-litre Consort (1951), black with red

interior, radio, loose covers excellent; £1,550.

DAIMLER 2½-litre Consort (1948) blue with blue

leather, well maintained; £795.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).

Service: 7, Herbrand St., Russell Sq., W.C.1 (Tet-
nus 7464).

W. WARWICK WRIGHT, Ltd., offer:-

1952 Daimler 2½-litre Consort saloon, heater, maroon, 6,000 miles; £1,425.

W. WARWICK WRIGHT, Ltd., 150, New Bond Ct., W.1 (Mayfair 9761).

GUY SALMON AUTOMOBILES offer:-

1952 Daimler 2½-litre special sports coupe, dark

H.M.V. radio, 9,000 miles, one owner, an absolutely

superb example of this outstanding model; £1,795.—

Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

PURCHASE Daimler.—Portsmouth Rd., Thames

Ditton, Emberbrook 5551-2-3.

1949 (Aug.) Daimler 2½-litre Consort saloon, black/brown, one owner; £925.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, Rus. 2674-5.

£450 4½-litre Daimler lim., 7-str. f.f., taxed, in-
sured.—Tel. Romford 0121.**1951** (Sept.) Daimler sports drop head coupe, black/
brown leather, one owner, 2,600 miles only, condition as new; £1,765.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1 (Euston 4511).

DAIMLER E20, 1939, spares, for sale; also 1939 20hp

Daimler shooting brake; part exchange for Alford

drop head or saloon.—Box 7206.

1939 Model Daimler 2½-litre saloon, immaculate;

guaranteed; £590; payments—Oldfield, 386, Kensington High St., W.14. West 6631.

CASE'S MOTOR MART.—1939 Daimler 2½-litre sports

saloon, black, one owner, superb, written guarantee—5 Warren St., W.1. Euston 4110.

1936 24hp Daimler limousine, occasional seats, ideal hire car, blue; £350.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063.

GUY ALFREDS & Co., Ltd., 1939 Daimler 2½-litre

G drop head fourse, recon. engine just fitted, ex-
cellent order.—6-7, Warren St., W.1. Euston 3268.**1950** Daimler Consort saloon, black/green, 20,000

miles, chauffeur-kept car; £1,075.—Taylors, 46, Kensington Rd., W.8. Western 0406.

1950 model 2½-litre sun saloon, black, green

leather, heater, taxed year, spotless; £910.—

S. BURBTON, Burbton Hill Rd., Burbton, Ebridge 1873.

E. L. 24, 1938, black, all leather (black), facing for

ward seats, well maintained; £575.—Fingland's,

Ltd., 261 Wilmslow Rd., Manchester, 14. Rusholme

2294.

£398 Daimler 1938-9 2½-litre 4-dr. de luxe sin-

original, magnificent condition, speeds 30,000 miles, as new, must be seen to be appreciated, many others.

BENMOTORS, 1, Clarence Rd., Holland Park, Lon-

don, W.11. Park 5066-7. (50 yds Holland Park

Tube.) Exchanges, h.p.

EXCHANGE your present Daimler car for new or used

models; demonstrations by appointment.—Write or

phone Ralph Clews at the old-established Daimler

Agents, Coventry Motor Mart, Ltd., Coventry 2146.

10444

£1195 Consort saloon, 1951, registered well

within, the most immaculate specimen of this series

one private owner; this car has been serviced every month by distributors (service data available), nominal mileage, heater, loose seat covers.

£795 2½-litre sun saloon, black, green

leather, heater, taxed year, spotless; £910.—

and other extra privately owned since new, original

condition throughout, recent engine inspection, decock and servicing.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.

2041. Open till 8 p.m. Write for catalogue.

10405

ROYS offer an excellent and rare 1936 Daimler 15 drop

head fourse coupe, fitted Andre shock absorbers,

good condition and performance; £225. H.P. and ex-

changes.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (Euston 2700 and 8994).

DAIMLER.—1950 (November) Daimler Consort saloon,

specially finished in Barker green with green

leather interior, Ecko wireless and loose covers, 40,000

miles, chauffeur-driven only, immaculate condition,

inspection invited.—Tel. Grosvenor 4591.

12945

1947 (June) Daimler 2½-litre saloon, black, brown

hide, heater, and full equipment, one owner, 32,000 careful miles, an excellent example in all respects; £775. exchanges, deferred terms; many others.—John

S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bay

4274.

425 gns.—Daimler 1939 2½-litre de luxe saloon, black,

sliding head, grey leather, preselector, radio, heater, and full equipment, one owner, 30,000 miles, taxed, term exchange; list open 9-7 week-days and Sat-
days.—Rowland Smith, Hampstead (Hampstead Tube).

Hampstead 6041.

425 gns.—Daimler 1939 2½-litre de luxe saloon, black,

sliding head, grey leather, preselector, radio, heater, and full equipment, one owner, 30,000 miles, taxed,

term exchange; list open 9-7 week-days and Sat-
days.—Rowland Smith, Hampstead (Hampstead Tube).

Hampstead 6041.

A & S

1957, partitioned Limousine EL 24, leather throughout, widest occasions, black, desir-

able condition, bargain value.

LIMOUSINE, 1936, 32hp, swept tail, partition, widest occasions, black, delightful condition. £650.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2-941.

10006

DAIMLER Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Daimler.—Portsmouth Rd., Thames

Ditton, Emberbrook 5551-2-3.

ROWLAND SMITH'S, The Car Buyers.—Highest cash

price for Daimler.—Hampstead (Tube), N.W.3 (Ham-

4040/R Ham 5261).

10400/R

DAIMLER Spares and Service

DAIMLER and Lanchester specialists—Debnam

Motors, 17, Atherton Mews, S.W.7 Western 4541.

A ROOT ENGINEERING, Ltd.—Presear gear boxes,

exchanges and repairs.—169, Fulham Rd., S.W.6 (Root 10236/R Ham 5261).

CROYDON—Donald Vince & Co., Ltd., Daimler and

Lanchester specialists, for sales and service—Kid-

derminster Rd., Croydon 5775.

1069

A. LLEN'S, Victoria Rise, Clapham, S.W.4. Daimler

and Lanchester appointed agents and specialists

for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4198.

10460/R

DARRACQ

!! Chipstead Motors, Ltd.—See our advertisement

under "Sports Cars." [C1046]

DELAFFE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D.6 saloon, body by Letourneau

& Marchant, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6.

10297

Delage Spares and Service

SELBORNE'S, World Concessionaires, engine and body

repairs, parts supplied.—82, Park St., W.1. [C1059/R]

DELAHAYE

SELBORNE'S, sole concessionaires, offer on behalf of

executors almost new 1938 Delahaye sedan, coupe,

redundant, mileage 5,000, Park St., W.1. [C1029]

1973

1950 Delahaye 2-door sports saloon, full 6-seater,

135 bhp driving 100 mph, grey exterior with

superb red upholstery, fitted radio, heater, screen wash,

pass lamps, etc.; this superb carriage creates immense

interest wherever it is parked; price £1,350, or exchange

open car.—Jones Garage, Syston, Leics. Syston 6257.

10132

Delahaye Spares and Service

SELBORNE'S, World Concessionaires, engine and body

repairs, parts supplied.—82, Park St., W.1. [C1060/R]

DELLLOW

1953 Dellow sports 2-seater, Mk. II, colour blue,

180 miles off £250 or exchange.

HARROWSIDE MOTORS (B.L.), Ltd., Harrowside

Blackpool, B.S. Tel. 41157.

10126

1950 Dellow 2-seater, blue, Beaufighter magnetos

Marchal headlamp, £375, o.n.o.—Campbell

Symonds, Wembley 6262.

10137

GUY ALFREDS & Co., Ltd., 1935 Dellow competition

2-seater supercharger, 800 odd miles; £100 under

list.—6-7, Warren St., W.1. Euston 3268.

10105

GORDON GARAGE (DULWICH), Ltd., Dellow distri-

butor for London and South-Eastern counties, new

and used Dellow cars available for immediate delivery.

10135, East Dulwich Rd., London, S.E.22. Net Cross

2456.

Dellow Wanted

R. EALLY good second-hand Dellow required.—Cobb,

30, Harley House, N.W.1. [W1086]

D.K.W. Spares and Service

N. F. SMITH & Co., 85-85, St. John's Hill, Clapham

Junction, Tel. 0871.

10066/R

Dodge Cars Wanted

7-SEATERS private 1936-39 Limousines required, cash

waiting.—Alpe & Saunders, Providence Court, North

Audley Street, Mayfair 2-941.

10106/R

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines,

Chrysler, Rootes, Eng. Cos., Ltd., Dodge Distributor, Haddington, E. Tel. 5847-5712.

10122/R

DODGE specialists, repairs, spares, exchange engine

service.—L. A. Mitchell (Motors), Ltd., 1, Balham

High Rd., London, S.W.12. Tel. Balham 2234. [C1052/R]

10123/R

DYNA-PANHARD

UNREGISTERED saloon, 750cc, works mileage 2,000.

Somp 75mph, £725.—Richards & Carr, 35, Kyn-

nerston St., Wilton Place, London, S.W.1. Sloane 5264.

10045

FERRARI

BROOKLANDS.—Individuality, new and used cars.

103 1952 Ferrari 4.1-litre model 342, chassis fitted with

2-door, 4-seater sports saloon by Ghia, Turin, 5,000 miles, the only example of its type in the country.

cost new £29,695.

103 1952 New Bond St., London, W.1. Mayfair 8351-6.

10129/R

FIAT Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole

licensees for the United Kingdom, are only source of

genuine Fiat spares and service.—Tel. Private 5651.

GEMS: Fiat, Wembley.

10090/R

MAYFAIR GARAGE, Ltd., Fiat renovations, sales

and repairs by skilled British and Italian mech-

anics, model 500 service/exchange assemblies, body-trims

etc., accessories, steel.—Mayfair Garages, Ltd., Bal-

derston St. (opp. Eridge's clock), W.1. Tel. May. 1106.

Open 9-6, Sat. 9-12.

10032/R

FIAT

FOR Fiat enthusiasts

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mount-
view 5285.

10440/R

!! Chipstead Motors, Ltd.—See our advertisement

under "Sports Cars." [C1046]

500 model 1937-1938 2-strs.; choice of three.—Fox & Nicholl, Ltd., Dorking 1122.

10203

FIAT cars, buying or selling.—S. & S. Motors, 165a, W.1. Bay 1644.

10203

500 (1937): £80 spent this year on overhaul, fault-
less, nearest £175.—1, Highfield Rd., Risdon.

10307

225 Fiat, 1938, £1,950, excellent condition, very nice
little car.—Myles, 19, Burgess Rd., Basing-

10308

225 Fiat, 1938, £1,950, excellent condition, very nice
little car.—Myles, 19, Burgess Rd., Basing-

10309

1938 Fiat, recently overhauled and re-sprayed, 3
new tyres; price £200 or good offer.—9, Three

Court, E.2. E.2.

1948 Fiat 500 cabriolet, one owner, extremely smart,

mechanically faultless; £425.—Richards & S.

Sloane 5242.

10304

265 Fiat 500 Cabriolet, excellent work, interior spotless, unusually well main-

tained and bargain price; 3 months' guarantee; hire

purchase exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley (Underground.)

10205

1948 Fiat 500, low mileage, one owner, £450; 1939

4-seater convertible, £350—Below.

C. V. RUSHMER, The Fiat Specialist, 59, Holland Park, W.11. Park 5731.

10306

245 Fiat 500 convertible, powder blue, new hood, reconditioned engine, immaculate

down, Rowland Smith, 180-184, West End Lane.

10304

1951 Fiat 1400 saloon, right-hand drive 19,000

miles, very impressive performance and economy

£295.—Taylor & Crawley, 46, Kensington Court, W.8.

10305

25 black, fair leather, oversize tyres, un-

used, carefully maintained; 3 months' guarantee.

exchanges.—Rowland Smith, Below.

225 Fiat 500 convertible, gunmetal, red leather, new hood, very good condition, 3 months' exchange; list open 9-7 week-days and Saturdays.

10306

25 Fiat 500 convertible, gunmetal, red leather, very good condition, 3 months' exchange; list open 9-7 week-days and Saturdays.

10307

25 Fiat 500 convertible, gunmetal, red leather, very good condition, 3 months' exchange; list open 9-7 week-days and Saturdays.

10308

25 Fiat 500 convertible, gunmetal, red leather, very good condition, 3 months' exchange; list open 9-7 week-days and Saturdays.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

Fiat 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. (0325/R)

Fiat 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 105a, Westbourne Grove, W.11. Tel. Bay 1644. (0136/R)

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. 1949 Ford 8 Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950 51 Ford 8 Anglia saloon, reconditioned engine fitted, mileage to date 200, the whole car as new: 399ms.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantees; part exchange or road tax on motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line) 150 yards). (C3497)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus. Depot.) (0099/R)

W. J. BROWN, Ltd., Used Ford Specialists.

1952 (Apr.) Ford Anglia saloon, black, 11,000 miles: £455.

1951 (Sept.) Ford Anglia saloon, green, beige uph., leather, loose covers, past year, 7,000 miles, one owner, immaculate throughout: £455.

1948 Ford Anglia saloon, black, red upholstery, a clean, tidy car: £355.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1939 Ford 8, good condition: £225.—Below.

1937 Ford 8; £195.—Below.

1936 Ford 8; £150.—Below.

HP, on any car—Thomas Motors, 117, London Rd., Kingston 5136.

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1951 Ford Anglia saloon, black/red: £425.

1951 Ford Anglia saloon, black, reconditioned: £395.

56 Park Lane, Middx., Regent 4666: 374, Ealing Rd., Alperton, Middx., Perville 3588 and 8 and 12, Sandley Rd., Cattford, S.E.6. Hither Green 4666. (C1066)

1949 Ford Anglia saloon, black and green, taxed £355.

THIMMS MOTORS, Collette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. (C4030)

1939 Ford 8 saloon, grey, good condition: £199—Gia. 9073. (C5037)

1951 Ford Anglia saloon, colour black: £395. See also our advert. on page 51.

PARSONS & PARSONS (CARAVAGES), Ltd., Potter St., Harrow. Potter St. 121. (C5035)

1947 Ford Anglia saloon, a very attractive car throughout, beautifully maintained: £225.

COLE'S GARAGES, Worples Rd., Wimbledon, London S.W.19. Tel. Wimbledon 0195-6. (C1054)

£265 (11—July, 1940) Ford 8 Anglia saloon, beige with brown interior, sound mechanically and well styled: £265. (C1035)

£315 1946 (late registration) Ford Anglia saloon, late property of our own works manager, quite a nice car in unusually good order mechanically reconditioned engine only 6,000 miles back.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1950 (Oct., 1949) Anglia saloon, black, really immaculate and guaranteed: £350.—Campbell Symonds, Wembley 6262. (C1057)

1946 Ford Anglia, exchanged engine: £325.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1937 Ford 8 saloon, £145; part exchange, terms arranged—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3535. (C2082)

1952 Ford 8 saloon, black, 4,700 miles, taxed: £475.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (C4029)

1937 Ford 8 saloon, recond. engine, choice of two: £149.—G.P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yards Capham South Tube). Tel. 1107-2. (C2024)

375 gns.—Ford Anglia, 1950 saloon, black, red leather, etc., well used, excellent condition, terms exchanges—Rowland Smith, below: £375. Ford 8 1959 sal., black, very good condition: £245. terms, exchanges, etc.

95 gns.—Ford 8, 1956 model, 4-door saloon, black, taxed: terms, exchanges; list: open 9-7 weekdays. (C4019)

1937 Ford 8 saloon, recon. engine, choice of two: £149.—G.P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yards Capham South Tube). Tel. 1107-2. (C2024)

1952 (June) Ford Prefect saloon in black, 9,000 miles, taxed year, excellent condition: £495.—L.F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282.

ARTUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1994-5. 1946-50 Ford Prefect saloons, low mileage, a. guaranteed: £357. (C5079/R)

FORD (8 h.p.)

JACK BOSE, Ltd., offer: 1952 Anglia saloon, as brand new, with extras, a few thousand miles only, accept £445.—Stafford Rd., Wallington, Surrey. Wallington 6677/R.

ARTUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1994-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (C5056)

FORD 8 1952 saloon, one previous owner only, excellent, mechanical condition, loose covers: £125.—669 deposit. C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. (C1064)

PRIDE & CLARKE, Ltd., 1951 Ford Anglia saloons, black/brown, or beige/brown, 15,000 miles, one owner, £399; 1950 green/brown, one owner, £373; 1949 black/brown, choice three from £359; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9 Brixton 6251. (C3068)

Ford Eight Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (0172/R)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. (W4018/R)

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. 1951 Ford 10hp Prefect saloon, black, leather, very nice: £395.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

RAYMOND WAY.

RAYMOND WAY, the hire-purchase specialists.

1950 51 Ford 8 Anglia saloon, reconditioned engine fitted, mileage to date 200, the whole car as new: 399ms.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantees; part exchange or road tax on motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line) 150 yards). (C3497)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus. Depot.) (0099/R)

W. J. BROWN, Ltd., Used Ford Specialists.

1952 (Apr.) Ford Anglia saloon, black, 11,000 miles: £455.

1951 (Sept.) Ford Anglia saloon, green, beige uph., leather, loose covers, past year, 7,000 miles, one owner, immaculate throughout: £455.

1948 Ford Anglia saloon, black, red upholstery, a clean, tidy car: £355.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1939 Ford 8, good condition: £225.—Below.

1937 Ford 8; £195.—Below.

1936 Ford 8; £150.—Below.

HP, on any car—Thomas Motors, 117, London Rd., Kingston 5136.

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1951 Ford Anglia saloon, black/red: £425.

1951 Ford Anglia saloon, black, reconditioned: £395.

56 Park Lane, Middx., Regent 4666: 374, Ealing Rd., Alperton, Middx., Perville 3588 and 8 and 12, Sandley Rd., Cattford, S.E.6. Hither Green 4666. (C1066)

1949 Ford Anglia saloon, black and green, taxed £355.

THIMMS MOTORS, Collette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. (C4030)

1939 Ford 8 saloon, grey, good condition: £199—Gia. 9073. (C5037)

1951 Ford Anglia saloon, colour black: £395. See also our advert. on page 51.

PARSONS & PARSONS (CARAVAGES), Ltd., Potter St., Harrow. Potter St. 121. (C5035)

1947 Ford Anglia saloon, a very attractive car throughout, beautifully maintained: £225.

COLE'S GARAGES, Worples Rd., Wimbledon, London S.W.19. Tel. Wimbledon 0195-6. (C1054)

£265 (11—July, 1940) Ford 8 Anglia saloon, beige with brown interior, sound mechanically and well styled: £265. (C1035)

£315 1946 (late registration) Ford Anglia saloon, late property of our own works manager, quite a nice car in unusually good order mechanically reconditioned engine only 6,000 miles back.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1950 (Oct., 1949) Anglia saloon, black, really immaculate and guaranteed: £350.—Campbell Symonds, Wembley 6262. (C1057)

1946 Ford Anglia, exchanged engine: £325.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1937 Ford 8 saloon, £145; part exchange, terms arranged—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3535. (C2082)

1952 Ford 8 saloon, black, 4,700 miles, taxed: £475.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (C4029)

1937 Ford 8 saloon, recon. engine, choice of two: £149.—G.P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yards Capham South Tube). Tel. 1107-2. (C2024)

1952 (June) Ford Prefect saloon in black, 9,000 miles, taxed year, excellent condition: £495.—L.F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282.

ARTUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1994-5. 1946-50 Ford Prefect saloons, low mileage, all guaranteed; also earlier models. (C5056)

FORD 8 1952 saloon, one previous owner only, excellent, mechanical condition, loose covers: £125.—669 deposit. C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. (C1064)

PRIDE & CLARKE, Ltd., 1951 Ford Anglia saloons, black/brown, or beige/brown, 15,000 miles, one owner, £399; 1950 green/brown, one owner, £373; 1949 black/brown, choice three from £359; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9 Brixton 6251. (C3068)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

WANTED—Consul saloons, in good condition—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.5. Ham 2221. (W4051)

FORD (10 h.p.)

1948 Ford Prefect saloon, grey, chauffeur maintained, immaculate condition: £395. (C5056)

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect. £475—our black leather, fitted cover covers, one term, open to mileage, excellent throughout. £315. (C4013)

Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5454. (0174/R)

MARLTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0179/R)

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. (Tube) (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

WANTED urgently, post-war Ford 10 saloons; write, phone or call—Broadway Motors, 67, High St., Hounslow. Tel. 0175. (W1026)

FORD Prefect saloon required, must be clean and low mileage, date not so important.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Camberley, Surrey. (2634)

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

FORD CUSTOMS

1951 Ford Customs saloon, 16,000 miles, stone grey, every conceivable extra.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

FORD CONSUL

HBEART & Co., Ltd., offer:

FORD Consul saloon de luxe model with leather, heater, radio, etc., genuine low mileage and the property of one owner since new; full details on request.—102, London Rd., Kingston-on-Thames. Tel. 5348.

ALLAN TAYLOR MOTORS, Ltd., offer:—

1951 (Oct.) Consul saloon, leather upholstery, heater, radio and radio: £75.

HIGH St., Wandsworth, S.W.16. Tel. Vandeyke 4433. (5 lines). (15147)

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1951 Ford Consul, green, hide, radio, heater: £720.

1951 Ford Consul, beige, hide, radio, heater: £720.

1951 Park Lane W.1. Regent 4666: 374, Ealing Rd., Alperton, Middx., Perville 3588 and 8 and 12, Sandley Rd., Cattford, S.E.6. Hither Green 4666. (C1066)

1952 Consul saloon, leather, heater, 12,000 miles: £715.—Brooke Tool, Warwick Rd., Birmingham. (3175)

1952 Ford Consul, leather, 10,000 miles, heater, loose covers, and others extras, immaculate: £725.

CLARKE & SIMPSON, Ltd., 75-79, Cadogan Lane, S.W.1. Sloane 4727. (C1048)

1953 Consul, leather, heater, extras, 5,000 miles, black, £755.—Pickett Harold Rd., Marygate, Thanet 2040. (3055)

1953 Ford Consul saloon, leather, heater, under-seat, etc., £855.—Green & Zonis, Ltd., 246/252, Deangate, Manchester, S. Tel. Deangate 5325-6. (C2028)

1952 Consul saloon, radio and heater 6,000 miles: £775.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5368. (C1027)

1952 Consul saloon, reg. 24,150, one owner, radio, heater, leather, 13,000 miles, perfect condition, recently examined by maker's representative.—Warren, R.A.P. Kirtion Lindsey Lines. (3068)

TANKARD & SMITH, Ltd., offer 1952 Ford Consul: with brown upholstery, one owner, speedometer reading 22,000, heater and radio, very carefully used: £675; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.5. Flaxman 4801-2-5. (C4028)

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

WANTED—Consul saloons, in good condition—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.5. Ham 2221. (W4051)

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Ford Zephyr saloon, 2,850 miles, many extras, choice of two; £499 each.

HIRE PURCHASE—Terms on the spot with no references, no formalities or guarantees; part exchange on your present motorcycle or car; always 200 cars under £400 chosen from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.

R. Mads, Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

[C4047]

TOM GARNER, Ltd., offer:—

1953 Ford Zephyr Six saloon, green with beige leather, heater, radio, 2,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.

[C3030]

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Zephyr saloon, black with red leather up-

holstery, radio and heater, recorded mileage 11,500; £795.

836—852, High Rd., N.12. Hillside 0024.

[C2027]

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Zephyr saloon, dark green, radio and heater, 1,000 miles; £795.

1952 Ford Zephyr saloon, radio and heater, dark green, 3,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Mayfair 9761.

[C4045]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Zephyr, black, hide, radio, heater; £795.

56 Park Lane W.1. Regent 4866; 374, Ealing Rd.

58, Alberton, Middlesbrough 5586; 8 and 12, Banbury Rd., Cattford, S.E.6. Hither Green 4921.

[C1066]

1953 Ford Zephyr saloon, heater, leather, 250 miles only—Green & Zonis, Ltd., 246/252 Deansgate, Manchester, 3. Tel. Deansgate 5325-6.

[C2026]

3000 miles only—1953 model Ford Zephyr saloon; £875.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568.

[C1027]

1953 type Zephyr, 4,500 miles, radio, heater, covers exactly as new, trade and part exchange enquiries invited—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

[C5016]

FORD ZEPHYR Cars Wanted

RAYMOND SMITH'S, The Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041.

[W4018/R]

WANTED, new or nearly new Ford Zephyr in exchange for 1949 Citroen 15 in exceptional condition; cash adjustment—Box 7164.

[2923]

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black, leather, loose covers, spot painting, link masts and other extras, car fully maintained car, available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

[C5042]

CAR SALES OF EOHAM offer:—

1950 Pilot, radio, heater, exceptional; £500.—High St., Egham 5131/2.

[C2056A]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Ford Pilot colour green, with cloth upholstery; £425.

[C1057]

COOMBS & SONS (GUILDFORD), Ltd., 29, Guildford, Guildford 62907-8-9.

FORD V.8 coupe, new radiator, reconditioned shock absorbers, good hood, taxed year—Clarke, Alderden Manor, Sandhurst, Kent.

[3186]

£595!!!—1951 Ford Pilot in black with de luxe leather, heater, etc., genuine low mileage specimen in excellent condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

[C1035]

£195—1958 Ford 30hp V.8 saloon, excellent runner, good tyres; £70.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

FORD Pilot, 1949 blue, radio, heater, new engine and fully fitted and thorough reconditioned throughout; exceptional car; £525.—Campbell Symonds, Wem, Herefordshire.

[C1037]

1949 model Ford Pilot in sand buff with hide upholstery, radio and heater, one careful owner; £485.—Southwinds, Smugglers Walk, W.14. Worthing, Goring-By-Sea 42151.

[C4027]

17000 miles.—Late 1950 Pilot, black with brown leather upholstery, radio and heater, kept in new condition, £525; terms, exchanges—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881.

[C2051]

1950 (Oct.) Ford Pilot saloon, black, leather, loose covers, radio and heater; chauffeur maintained, immaculate condition; £550; exchanges, terms—Palmer's, 53, York St., Twickenham. Popesgreen 1890/7087.

[C5084]

1950 (September) Ford Pilot, black, brown leather, 19,000 miles, heater, wireless, fitted hydraulic jacks, screen splash, twin air horns, etc., maintained by experts, as new; £545; taxed—Seymour & Clements, Ltd., 36, Watford Way, Hendon Central, N.W.4. Hendon 5146.

[C4007]

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars—520 Euston Rd., N.W.1. Euston 1212. [0107/R]

WANTED—Ford V.8 drop head coupe foursome, mechanically sound—Box 7209.

[2926]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041.

[W4018/R]

UTILITY—FORD OR OTHER BODIES

CAR SALES OF EOHAM offer:—

1948 E375.—High St., Egham 5131/2.

[C2056A]

FORD Mercury 5-seater station wagon, first registered in 1948, right-hand drive, most beautiful maple wood body, excellent condition throughout; £575.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015.

[14036]

AMERICAN FORD

ACRES offer:—

1947 Ford, American type super de luxe, finished in black and brown leather, heater and radio in radio, manual transmission, condition 9/10. £600.

[C2057]

ACRES AUTOS, Ltd., 134, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1999; and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

[C1002]

ON all matters of sales, spare parts, repairs and services consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 90, Fulham Rd., Ealing. Ealing 4506-9.

[0749/R]

AMERICAN Ford V.8 Customs (registered May 1951) 4-door saloon, black, radio and heater, low mileage—John Thompson Motors, Ltd., 97, Fulham Rd., E.W.3. Kensington 4554.

[C4008]

FORD MISCELLANEOUS

NAYLOR & DOD, Ltd., 1951 Ford Pilot saloon, black, brown hide, heater, unmarked condition; £575.

[C1066]

1952 Ford Consul saloon, mist green/brown hide, radio, heater, overriders, indistinguishable from new; £745; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252.

[C3022]

Ford Miscellaneous Cars Wanted

R

S ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041.

[W4018/R]

W HAROLD PERRY, Ltd., main Ford dealers—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

[W3042/R]

SLOCOMBES, Ltd., Willesden 4669.

WE wish to purchase clean and genuine Ford cars.—38-52, Dudden Hill Lane, N.W.10.

[W4017]

FORD in good condition for cash—Tel. Valentine 2098/3. Tel. 4674.

[W2018]

FORDS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

[0823/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293.

[0905/R]

LOW mileage Ford cars wanted—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. £700—£750 cash waiting for best Zephyr or Consul or similar car offered—54, Streatham Hill, S.W.2. Tulse Hill 2676.

[W3016]

F. EDWARDS urgently require good Ford for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Langham 0012.

[W2005]

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665.

[0254]

ALLAN TAYLOR (MOTORS), Ltd., HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0304/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers; service and all spares.

[0093/R]

GUARANTEED, reconditioned starters, 8hp £5.4, 10hp £7.5/14.4, dynamo £4.15, despatched c.o.d. receipt of old unit—A.B.E., 11, St. Mary's Gate, Rochdale.

[15052]

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfield reconditioned engines, 8, 10 and 30hp always available from stock.

219 221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Ford Rd., Folkestone, Kent.

[0406/R]

WE have one of the biggest stocks of Ford spares and tractor to the current models. Ford reconditioned engines; reconditioned BB engines, etc. V. J. Reynolds (MOTORS), Ltd., Main Ford and Fordson Distributors, Ford House, New Road, Dagenham, Rainham 770 (8 lines), and 66 High St., East Ham, E.6. Grangewood 1130.

[C3062/R]

Frazier Nash Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Frazier Nash.—Hampstead (Tube), N.W.3. Ham. 6041.

[W4018/R]

FRAZER NASH-B.M.W.

MERCURY offer:—

£575—527/55 B.M.W. drop head coupe, in superb condition, L.H.D., imported 1947; finished in silver red and black with beige leather upholstery, electrically operated, twin Marshall spotlights engine and suspension recently overhauled, an excellent specimen in every way.

TERMS and exchanges on any car with pleasure: 9 hours 9 to 7 p.m., Sunday 10 to 1 p.m. for inspection.—Mercury Motors, Universe House, 824-6, Harrow Rd., Wembley 6056-9.

[C5013]

MAYFAIR COUNTRY CARS offer:—

1938 sports saloon, superb condition; £425; terms, W.I. Mayfair 0131.

[C5006]

PERFORMANCE CARS.—Good selection always available written guarantee.—See under "Sports Cars." [C5041/R]

TYPE 40 Frazer Nash-B.M.W. fitted four-seater drop head coupe body, in excellent condition throughout: £240.

[C5166]

TYPED 45 two-seater B.M.W. cabriolet body, recent complete engine overhaul, good condition throughout; new tyres, etc., £230.

ENTERPRISE GARAGE, Sturton Rd., Canterbury. Tel. Canterbury 4285.

1936 type 45 saloon, engine, brakes, suspension overhauled; £175.—Hickman, 51 Craven Ave., Ealing. Ealing 2957.

[C5176]

FRAZER NASH-B.M.W. 1937 Type 54 cabriolet, tig and little ends, rings renewed, enthusiasm maintained, excellent condition; £350 o.n.o.—Willcocks, Mayfield, Sussex. Tel. 91.

[C5084]

BARTLETT.—Frazier Nash-B.M.W. 1939 327/80 coupe. £550; Frazier Nash-B.M.W. 1939 321 saloon. £550.—27a, Pembroke Villas, W.11.

[C1013]

395ns—Frazier Nash-B.M.W. 1939 326 2-litre, £350; Frazier Nash-B.M.W. 1939 328 2-litre, £350; Frazier Nash-B.M.W. 1939 329 2-litre, £350; Frazier Nash-B.M.W. 1939 330 2-litre, £350.

[C5025]

325—Frazier Nash-B.M.W. 1937 model 328 1½-litre, £325; Frazier Nash-B.M.W. 1937 329 1½-litre, £325; Frazier Nash-B.M.W. 1937 330 1½-litre, £325.

[C5026]

325—Frazier Nash-B.M.W. 1936 2-litre. Type 55, £325; Frazier Nash-B.M.W. 1936 2-litre, green with grey, £325; Frazier Nash-B.M.W. 1936 2-litre, maroon with grey, £325; Frazier Nash-B.M.W. 1936 2-litre, £325.

[C5027]

1938 Frazer Nash-B.M.W. 326 drop head coupe 4-seater, this car has been completely reconditioned in maroon, engine recently reconditioned, a most impressive example; £395; terms, exchanges.

[C5028]

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, M3, Manchester. Tel. 5457. [C5000]

EXCEPTIONAL Type 328, specially fitted winding glass windows, giving drop head coupe comfort and in outstanding condition throughout, new tyres, reconditioned rear axle, etc., sensible offers. Tel. 1596. [C5026]

£245—Frazier Nash-B.M.W. Type 40 1½-litre 2-door saloon, £245; Frazier Nash-B.M.W. 1937 model 328, £245; Frazier Nash-B.M.W. 1937 329, £245; Frazier Nash-B.M.W. 1937 330, £245.

[C5027]

FRAZER NASH-B.M.W. Cars Wanted

cash—Cars, Leicester 66007.

[C5067]

BARTLETT will pay more for Frazier Nash-B.M.W. cars—27a, Pembroke Villas, W.11.

[W1013]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Frazier Nash-B.M.W.—Hampstead (Tube), W.3. Ham. 6041.

[W4018/R]

327 Frazer Nash-B.M.W. required, condition impaired, material, immediate payment for reasonably priced car or 1947 Citroen offered in exchange.—24, Park Hill, Birmingham, 13. Tel. 2013.

[C5161]

HEALEY

CHARLES FOLLETT, Ltd., offer:—

1948 Healey Elliott saloon, finished grey, one owner only since new, serviced, very fast; £795.—18, Berkeley St., W.1. Mayfair 6266.

[C5029]

OFFICIAL Lea-Francis Service Station, Barnoldswick, Lancashire.

BROOKLANDS, sole concessionaires Healey, "still the world's fastest 4-seater saloon."

[C5020]

1953 Healey 3-litre convertible 3-seater.

[C5162]

1952 Healey Tickford saloon, 9,600 miles, heater.

[C5163]

1951 Healey Tickford saloon, one owner; radio.

[C5164]

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6.

[C1029]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481-3.

1951 Healey Abbott drop head coupe, champagne and maroon, beige leather, beige leather upholstery, radio, speedo, reading 15,000 miles. One fastidiously keeper, £1,250.

1952 Healey Tickford saloon, type chassis, bronze, red leather upholstery, heater, radio, literally as new throughout; £1,495.

1948 Healey Duncan drop head coupe, metallic green, beige leather upholstery, a very pretty car in excellent order; £795.

[C5165]

BARTLETT.—Healey 1046 Duncan saloon, wireless, heater, etc.; £725.—27a, Pembroke Villas, W.11.

[C1013]

GUY ALFREDS & Co., Ltd.—1948 Healey Duncan Special, £1,000. Tel. 2013.

[C5028]

1948—Healey sports saloon, 1948, modified A type chassis, first registered 1952, genuine 3,000 miles, cream and red hide, 100% in every respect.

[C5029]

TIMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593.

[C4080]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

1950 Healey Silverstone, mileage 8,000, one owner, in excellent condition.—Anthony Crook, Motors, Ltd., Caterham 2232. [C1063]

1948 Healey Duncan saloon; £695.—Clayton's Cars (London), Ltd., 537, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). [C1050]

Healey Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Healey—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C1001]

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [C1028]

BARTLETT—Healey Elliott saloon urgently required.—27a, Peckham Villas, W.11. [C1013]

RICHARDS & CARR buy Healeys.—15, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C1045]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C1041]

GLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481.2, urgently require Healey cars, all models. [C1001]

HILLMAN 10

DICKS.—Hillman Minx saloon, very well kept; £295. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072]

CAR MART, Ltd.

1952 Hillman Minx Phase V saloon, radio, heater, 4,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

ELITE MOTORS offer:—

1939 Hillman Minx foursome drop head coupe, reconditioned in black; £525. [C1013]

1947 Hillman Minx 4-door de luxe saloon, grey, blue, laufferless mechanically, very clean coachwork; £399. [C1051]

1948 Hillman Minx Phase II foursome drop head coupe, grey, blue, leather, under new, very attractive appearance, now being deaccessioned; £465. [C2005]

E ELITE MOTORS, 951-961, Garratt Lane, Tooting E. Broadway, Tel. Balham 2474 (10 lines). [C2005]

KAR SALES OF EGHAM offer:—

1950 Hillman Mark VI, immaculate; £665.—High St., Egham 5151/2. [C2056A]

PHILIP RICKARDS, Ltd., offer:—

1953 Hillman Minx saloon, Mark VI, black/red, 165 miles only; part exchanges; deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

KAR SALES OF EGHAM offer:—

1936 Hillman 10 saloon, bargain; £180.—High St., Egham 5151/2. [C2056A]

W WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark V convertible coupe, black, heater, 3,000 miles; £745. [C3012]

1952 Hillman Minx Mark IV saloon, green, 9,000 miles; £675. [C3012]

1952 Hillman Minx Mark IV convertible coupe, black, heater, 14,000 miles; £685. [C3012]

1952 Hillman Minx V estate car, Morland grey, heater, 11,000 miles; £795. [C3012]

1952 Hillman Minx Mark V saloon, claret, 6,000 miles; £725. [C3012]

W WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Hillman 10hp drop head foursome coupe, slate grey, leather upholstery to match, 20,000 miles, carefully used by one owner since new; £515.—The Broadway, Mill Hill, N.W.7. Tel. MIL 2040. [C1017]

A AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—**PHASE II** Hillman Minx, late 1950 specimen motor £545. [C1008]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 5656 and 5658. [C1008]

1938 Hillman 10 saloon, black, immaculate condition; £250. [C1008]

1939 Hillman 10 saloon; £265; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5358. [C3049]

£250—Hillman 10 1938 4-door coupe, just restored, excellent throughout; many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Part 5066-7. (50) 5066 Holland Park Tube. Exchanges, n.p. [C1017]

1939 Hillman Minx de luxe saloon in very nice condition; £285. [C1017]

1947 Hillman Minx de luxe saloon, one owner, in excellent condition, taxed; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1946 Hillman Minx drop head coupe, grey/blue leather, excellent condition; £375. [C4053]

G W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kins 2241. [C4053]

1951 Hillman Minx drop head coupe, one owner, black, red leather, 12,000 miles. [C1052]

R IPCO, Ltd. (Hillmans purchased), 10, Albemarle St., Mayfair, London, W.1. Regent 2952. [C1052]

1946 Hillman Minx saloon, excellent engine, wireless; £325.—Shand, Flaman 8242. [S006]

1952 model Minx Phase V saloon, green/beige leather, one owner; 14,000 miles; heater; £645. [C1046]

C CLARKE & SIMPSON, Ltd., 73/79, Cadogan Lane, C.S.W.1. Sloane 4727. [C1046]

HILLMAN 10

KAR SALES OF EGHAM offer:—

1939 Hillman Minx; bargain at £295.—High St., Egham 5151/2. [C2056A]

1952 Hillman Minx convertible, 10,000 miles; £695.—C. A. Peto, Ltd., 42, North Audley St., W.1. May, 3051. [C3045]

1952 Hillman Minx Mk. V sal., 3,700 miles, grey, good, ad. £735.—C. A. Peto, Ltd., 42, North Audley St., W.1. May, 3051. [C3045]

1939 Hillman Minx, black/brown leather, good condition including tyres; £220 or £110 down and terms.—7, Radcliffe Rd., Croydon 1505. [C2041]

1952 Hillman Minx convertible, 6,000 miles, blue; £675.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014]

1952 Hillman Minx, black/brown leather, good condition; £695.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

1952 very latest model Minx saloon, blue, 1,000 miles; trade and part exchange, enquires invited.—G. V. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4486. [C3016]

(Sept.) Hillman, Phase 4, carefully maintained, reasonable mileage, one owner, wireless; £515 or nearest offer.—St. Thomas's Court, Axminster 2126. [C3010]

1939 Hillman Minx saloon, black, completely overhauled, excellent condition; £240; exchanges, terms.—Palmer's, 53, York St., Twickenham. Palmer's 1890/7087. [C3054]

675—Hillman Minx, 1952, Phase V saloon, black, black leather upholstery; one careful owner, 7,690 miles, good tyres, nearly new condition; terms; exchanges.—Rowland Smith, below. [C4013]

295—Hillman Minx, late 1941 de luxe saloon, black, sliding head, blue leather, good tyres, excellent condition; taxed; terms; exchanges, hat open 5-7 weeks and Sundays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

ARCHIE SIMONIS & Co., Ltd.—1939 Hillman Minx drop head coupe, black leather upholstery to match; factory reconditioned engine recently fitted, an excellent and very attractive car; £285.—98, Great Portland St., W.1. Lan. 1343. [C4015]

HILLMAN 17

DELIGHTFUL 1937 Hillman 17 drop head foursome coupe, superb condition throughout, fitted new Pev radio and numerous extras, taxed December; £285.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m. to 7 p.m. [C1030]

HILLMAN MISCELLANEOUS

£245—1938 Hillman 14 saloon, super de luxe model with independent front suspension, roomy saloon car with an economical but lively performance. [C1031]

£1946—Hillman Minx de luxe saloon, January, 1946, original maker's cellulose in black, a bright and attractive looking car, sound mechanically with good tyres; also choice of two Phase II saloons, 1948, one grey, one black. [C1032]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Hillman Cars Wanted

C

M THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [C1011]

R

S OWLAND SMITH'S, The Car Buyers, Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

R COOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MADISTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1018 R]

SLOCOMBES, Ltd., Willesden 4869

SWE wish to purchase clean and genuine Hillman cars.

—38-52, Dudden Hill Lane, N.W.10. [W4018 R]

PHOENIX MOTOR (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044 R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [W3055 R]

WANTED, 1949/51 Hillman Minx saloon; no dealers. Particulars to J. Chapman, 6, Green Park, Cambridge. [W3055 R]

C A PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Hillman Minx.—May, 3051. [C3045]

BIRMINGHAM and Midland.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham. [C3061 R]

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. G. & Co., Ltd., Parliament St., Nottingham. Tel. 4651. [C3062 R]

CLAKE & SIMPSON, Ltd., 73/79, Cadogan Lane, C.S.W.1. Sloane 4727. [C1046]

HILLMAN 10

Hillman Cars Wanted

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C1020]

WHY accept less for your Hillman Minx (1948 pre-fitted) or Estate car, when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2003]

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 5665. [C1023]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reborning and complete overhauls: spare parts stocked.—79-91, New King's Rd., Putney, S.W.6. Renown 1183. [C1067 R]

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.15. Lee Green 8585. [C1020 R]

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C1048 R]

HISPANO-SUIZA

ARES offer:

1937 Hispano-Suiza recently fitted with 2-door body—body in good condition throughout, the chassis being in amazing condition, excellent tyres and battery, must be seen to be believed; first £395 secures. [C1015]

ACREA AUTOS, Ltd., 156 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaw 2211-2. [C1002]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

HISPANO-SUIZA Spares and Service

HISPANO-SUIZA spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Tel. 1742. [C1744]

HOTCHKISS

BARTLETT.—Hotchkiss 90mph Paris-Nice sports saloon, recently reconditioned; £525—27a, Penbridge Villas, W.11. [C1015]

1938 (show model delivered Nov. 1937) Hotchkiss Paris-Nice short chassis full 4-seater Biarritz cabriolet metallic blue, fawn leather, first-class mechanical condition, most attractive and modern appearance, excellent history; £525; many others; exchanges, deferred terms.—John S. Fruscott, Ltd., 175, Westbourne Grove, W.11. Bay 4274. [C1035]

H.R.G. 1950 1500 sports, excellent condition; at £750 trial or inspection; £650 or near offer.—Linley 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin 2827. [C1003]

H.R.G. ENGINEERING Co., Ltd., for makers spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey Elmbridge 4666. [C1003]

H.R.G. Cars Wanted

REQUIRED immediately, good H.R.G.—G. Edwards, Amersham Lane, Harpenden, Herts. Tel. 116. [C1001]

H.R.G. Spares and Service

CARLES POLLITT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARES.

SERVICE, Barnetdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C094 R]

HUDSON

DICKS.

1939 Hudson 17 saloon steering gear change. [C1012]

HUDSON 29hp drop head coupe, much above average for year; £150. [C1012]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072]

TAYLOR & CRAWLEY offer:—

1949 Hudson Commodore r.h.d. sedan, black, radio, heater, £2125. [C1046]

1939 Hudson 17hp Club coupe, black, brown leather, radio, complete engine overhaul; £375. [C1012]

48—Kensington Court, W.8. Western 6015. [C1045]

1936 Hudson 22hp saloon, leather upholstery, sun roof, in remarkably fine condition; £175. [C1012]

C & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.S. Finchley 6236 (5 lines). [C1061]

HUDSON Trapiane saloon 16hp, late '36, two owners, ex cond. cond. £135.—Daytime, Maida Vale 4694. [C1011]

£175—1938 Hudson 17hp saloon, reasonable condition, good for many thousands of miles. [C1011]

Major J. P. S. Barber, 10, Sussex Mews East, London, W.2. Pad. 8639. [C1011]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874/5. [C1061 R]

MANCHESTER.—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Arwick 4361-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [C1018 R]

SPIKING (TWICKENHAM), Ltd., the Hudson distributor for London reconditioned engines and spares, and service; quote chassis number 63-101, Heath Rd., Twickenham. Tel. Popengrove 1035-6-7. Telegrams: Spikins, Twickenham. [C1068 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:-
1952 Jaguar XK120 coupe, left-hand drive, radio, in perfect condition, £1,375.
1951 Jaguar Mark VII, colour black with brown leather, mileage 9,000; £1,650.
1950 Jaguar Mark V drop head coupe, colour black with brown leather, radio, heater, etc., mileage 9,000; £1,225.
1950 Jaguar Mark V; £995.

1946 Jaguar 3½-litre sal., grey and red leather; £1,050.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. 62907-8-9. (C1057)

BROOKLANDS.—Individuality, new and used cars.

1952 Mark VII saloon, many extras.

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1950 2½-litre 18,000 miles, as new; £895.—Mansfield Autos, Euston 2676. (C5001)

1947—Jaguar 3½-litre black saloon, splendid condition; £575.—Guildford 3642. (C2972)

1950 Jaguar 3½-litre V black, red leather, radio, heater, perfect; £895.—Ray, 0687. (2739)

1951 Jaguar Mark V saloon, one owner, heater, outstanding condition throughout; £1,040.

R IPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (C1052)

1938 1½-litre saloon, good condition; £200.—Seven 4290. Stalls, Bromley High St., Bromley, Kent. (S115)

JAGUAR (March, 1951) Mk. V 17,700 genuine, black, red leather, perfect, any inspection; £975.—Sous. 2978.

B EARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. 3548. (10081/R)

BARTLETT—Jaguar XK120, 1951, special modifications; £1,100.—27a, Pembroke Villas, W.11. (C1015)

1951 Jaguar Mark VII saloon in gunmetal with red upholstery, mechanically perfect, in superb condition; £1,450.

GLOVERS OF RIPON, Ltd., Leeds Rd., Harrogate. Tel. 51265-4-5. (3164)

1951 XK120, several extras, colour blue, not raced, one owner; £1,050.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

1949 Mark V also 1959 3½-litre saloon, new condition; £1,050.—2½-litre saloon.—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

1938 Jaguar 1½ saloon in excellent condition throughout, good tyres; £295.—Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

£315—Jaguar 3½ saloon, 1939 series, radio, very sound condition throughout; exchanges, terms—Fleet, 52, Lake St., Leighton Buzzard 2172. (S190)

CAMDEN MOTORS—Jaguar Mark VII saloon, 1952 model, 12,000 recorded miles, all extras, radio, heater, loose seat covers, superb specimen; £1,595.

CAMDEN MOTORS—Jaguar Mark V saloon, 3½-litre model, late 1950, probably the finest we have ever had, in superb condition, £1,650.—and in the finest mechanical order, all extras; £945.

CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1948, full special equipment with radio and discs, faultless, £1,595.

CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1947, good history, two owners, bills for recent engine overhaul, all new tyres; £945.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1948, fitted radio, heater, screenwash, seat covers, beautiful condition; £595.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1948, silver-grey, one owner, expertly maintained mechanically, discs; £495.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1958 (August), engine rebordered Jan. 1953, coachwork and interior particularly good; £295.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1957, black, red leather, goes very well with terrific acceleration, bargain at £245.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1948, a one owner car since new, serviced and maintained by County Distributors, engine just decoded, checked and serviced; £625.

CAMDEN MOTORS—Jaguar special equipment saloon, 1947, just resprayed in metallic bronze, most attractive appearance, engine decocked and serviced, heater, discs, etc.; £545.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1940, identical model to the post-war series with narrow track, road wide, built-in heater, electric wipers, fine finish, with fawn plush uphol.

ster, very good order; £415.

CAMDEN MOTORS, Jaguar specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue.

1951 Jaguar Mark 7, 18,000 miles, L.H.D.; £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5222 (5 lines). (C1050)

1946 Jaguar 1½-litre, 26,000 miles (genuine), literally unmarked; £525.—Glover, Buxton, Cheshire. Tel. 275-5870. (C1014)

TANKARD & SMITH, Ltd., offer 1947 Jaguar 1½-litre special equipment saloon, black, with red leather, £1,095.—97, Peckham Rd., London, S.E.15. Tel. 04025. Bedney 2051.

1951 XK120 Jaguar, 10,000 miles, fitted radio, heater, loose covers, latest modifications include twin exhaust system, latest clutch, high axle ratio (3:27:1); not raced; a specimen example of this famous car; £1,095; terms, exchanges.—Bradstock Motors, Chesh. Rd., Epsom. Tel. Epsom 633. (S118)

JAGUAR

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. (C1071/R)

£325—1959 3½-litre saloon, black, red leather, un-

taxed December.—Derrition, 159-161, London Rd., Kingston. Kingston 562-2. (C1071/R)

£495—Jaguar 2½-litre 1947 saloon, radio, heater, fixed Deansgate, £495. (C1024)

COMPETITION model 100, 1958 3½, red with red interior, light grey hood and tonneau cover, practically a brand new, stored lengthy period.—Sportex, Ltd., Horley 628. (See "Sports Car" column.) (C1020)

JAGUAR Mk. VII, also Jaguar Mk. V, 1950, and exceptionally fine 1951 model; £1,695. (C1020)

ROYS offer 1959 Jaguar 3½ sports saloon, £325; also 1951 3½-litre four-door, £325; also with many extras; £295. h.p. and exchange.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8984. (C1059)

1950 Jaguar Mark V dove grey, mileage 26,000, new, spare unmarked, tax paid, year 1957 Rd., Compton Sons & Webb, Ltd., 404-422, Old Ford Rd., Bow 3 Advance. 1961. (C1024)

JACK ROSE, Ltd., offer 1951 series Mark V 3½; Jaguar saloon in black, almost unmarked, open to R.A.C. examination; accept £965; also 1948 1½ in sunmetal, radio and heater, interior spotless, accept £635.—Staford Rd., Wallington, Surrey. Wallington 6677-6. (C1056)

1949 Jaguar 3½-litre special equipment saloon, will average a genuine 22/24 mpg with a terrific performance, fitted heater, Ace discs, 5 pass lamps, etc., finished in gunmetal, a rare excellent example; £995.

MANSTINE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Tel. 5457. (C1000)

1949 specially tuned for petrol economy this car

will average a genuine 22/24 mpg with a terrific performance, fitted heater, Ace discs, 5 pass lamps, etc., finished in gunmetal, a rare excellent example; £995.

1950 Jaguar 3½-litre special equipment saloon, will average a genuine 22/24 mpg with a terrific performance, fitted heater, Ace discs, 5 pass lamps, etc., finished in gunmetal, a rare excellent example; £995.

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1950 Jaguar 3½-litre

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

JUPITER Mark I convertible, fitted Series III engine; £925.—Below.

JAVELIN de luxe and standard saloon, ex-stock.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kt. 2241. [C4055]

GODFREYS, Ltd., Jowett main agents, specialised service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234 London Rd., Croydon CR 3612. [C4063/R]

BARTLETT—Jupiter, 1952, 90mph sports 2-seater, B.R. radio, heater; £750—27a, Peckham Villas, W.15. [C1615]

1951 Javelin de luxe, turquoise blue, first registered 1951 condition, one owner; £675.—Bowman's Garage, Weybridge 1265. [C1635]

JOWETT and Javelin main agents, spares and special service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines).

1952 Javelin, Javelin saloon, 14,000 miles only; £745; 5 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1634]

CASS'S MOTOR MART—1950 series Javelin saloon, heater, radio, excellent condition; £575; written guarantee.—5, Warren St., W.1. Euston 10. [C2050]

1953 saloon, £515; 1952 saloon, £185; Bradford 4-inches £285.—Royal Forest Garage, Chilford, E.4. Silverthorn 2200. The Jowett Pioneers. [C1629]

1951 model Jowett Javelin de luxe saloon, mounted in maroon, in excellent condition, one owner; £675.—**BREW. BROTHERS, Ltd.**, 133, Old Brompton Rd., B. S.W.7. Kensington 2466. [C1695]

JOWETT enthusiast's Javelin de luxe 1951 model (Dec 1951) maroon, very carefully maintained, 20,500 miles, one owner; £650.—Vaucler, Lambeth Hospital, B.11. Reliance 5804.

COTTER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service—Eden Park Garage 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [C1032/R]

1950 (April) Javelin de luxe saloon, in immaculate condition, black with brown leather interior, engine reconditioned and requires running-in, a really superb example, fitted heater, all new tyres, taxed; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Tel. 3457. [C13000]

1951 Javelin de luxe saloon, 12,000 miles only, spare unused, heater, H.M.V. radio, black, brown leather, chauffeur kept, immaculate; £695; terms, exchanges.—Bradstock Motors, Chas Rd., Epsom. Tel. Epsom 655. [C1319]

1952 (May) Jowett Jupiter, all latest modifications, high compression engine, full exhaust finish, in silver-grey, fitted with numerous extras, in first-class condition, small mileage; reasonable price.—Willmott 66, Billing Rd., Northampton. [C10319]

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speciales 925, Gordon Car (London) Ltd., the London Distributors. [C1034]

£595!! 1950 model (and registered) Jowett Javelin de luxe saloon with leather upholstery, built-in heater and walnut fascia, lower mileage than average and in extremely good all-round condition; also choice of three 1952 de luxe saloons, all under 10,000 miles.—**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1952 Jupiter, fitted both radio and heater and taxed for 1951 in Bradford immediate sale and as new condition, low mileage and faultless throughout; £785; can be arranged or part exchange, any make saloon in excellent condition.—Gordon Mackintosh 80, Kinesbury Road, London, N.W.9. Col. 7542. [C0418]

425—Jowett, Bradford, November, 1951, utility tax for 1951, in Bradford immediate sale and as new condition, low mileage and faultless throughout; £785; can be arranged or part exchange, any make saloon in excellent condition.—Gordon Mackintosh 80, Kinesbury Road, London, N.W.9. Col. 7542. [C0418]

Jowett Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [C0874/R]

R
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [C2018]

WANTED, Javelin saloon or Jupiter, about 1952, immediate cash.—Caws, Leicester 66007. [C066]

JUPITER wanted.—Richards & Carr, 55, Kinnerton St., W1. W10. [C4053/R]

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W5016]

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks, Lancashire, Yorkshire, Scotland, and England.—Immediate despatch, trade or private.—Tel. Erith 2469/2629, 308, Erith Rd., Bexleyheath. [C4027/R]

KINGSTON-ON-THAMES—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [C4053/R]

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.—NORTHWOOD, Middx. Tel. 777 (4 lines).

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.) Ltd., The Depot, Steward St., Birmingham, 12. Edg. 0916. [C0549]

Jowett Spares and Service

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Buntings, 20, Homestead Lane, Harrow. Tel. 6225-6. [C1073/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service.

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush (Estd. 1760), Headford Place, Hyde Park Corner, S.W.1. Sloane 0151. [C1617/R]

LAGONDA

H. W. MOTORS, Ltd., offer:—

1938 Lagonda V12 medium chassis drop head coupe, finished black with red leather upholstery and beige mohair hood; this car has been the property of one discerning owner since new, complete works service history is available, the condition of this vehicle is excellent, no expense spared in its maintenance, 16,000 miles, with latest type Sanction II engine 46,000, miles, 6,000 miles, with latest type Sanction II engine 16,000, miles.—H.W. Motors, Ltd., Walton-on-Thames 2404-5. [C2024]

KAR SALES OF EOHAM offer:—

1932 Lagonda 15 drop head coupe, in exceptional condition; £195.—High St., Egham 3131-2. [C2056A]

WARWICK WRIGHT, Ltd., offer:—

1952 Lagonda 2.6-litre drop head coupe, grey, 4,000 miles; £2250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1645]

GUY SALMON AUTOMOBILES, offer:—

1938 (September) Lagonda 2.6-litre coupe, 500 miles, dark blue, red leather, as brand new vehicle with full maker's guarantee; £2,250.—Portsmouth Rd., Chichester. [C14001]

BROOKLANDS: Lagonda distributors, latest models

1951 Lagonda 2.6-litre D.H. coupe, radio.

1951 Lagonda 2.6-litre saloon, mileage 19,000.

DUV or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1935 6 Lagonda 3½-litre sports saloon, very fast; £295.

1939 Lagonda 12-cylinder special sports saloon by James Young, elaborately fitted tool cabinet, complete recent overhaul, all new tyres, battleship grey, lavishly equipped; £695.

METROPOLITAN MOTORS, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C1064]

!! Chippet Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speciales 925, Gordon Car (London) Ltd., the London Distributors. [C1034]

£595!! 1950 model (and registered) Jowett Javelin

de luxe saloon with leather upholstery, built-in heater and walnut fascia, lower mileage than average and in extremely good all-round condition; also choice of three 1952 de luxe saloons, all under 10,000 miles.—**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1952 Jupiter, fitted both radio and heater and taxed for 1951 in Bradford immediate sale and as new condition, low mileage and faultless throughout; £785; can be arranged or part exchange, any make saloon in excellent condition.—Gordon Mackintosh 80, Kinesbury Road, London, N.W.9. Col. 7542. [C0418]

WE will be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Middlesex. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1060]

LAGONDA 3½-litre pillarless saloon, registered 1936.

black, chromium, taxed; £220.—Wrayabury 3212. [C1064]

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C1041]

1932 5-litre drop head coupe black, over £600 spent in complete renovation in 1947 by Davies Motors, in really good condition. Box 7165. [C2025]

1937 Lagonda 4½-litre L.C. 45 tourer, in superb condition, resprayed grey, full and half tonneau, new carpets, 60,000 miles; £550, near London. Box 7257. [C108]

LAGONDA L.G. 45, 1939, quite exceptionally fine

black, chromium, taxed; £220.—Wrayabury 3212. [C1064]

1939 19½-litre Rapide, Sanction II, recently fitted

Cromard liners, radio, heater, exceptional condition throughout.

1940 (Aug.) 12½-litre sports saloon, one owner, 18,000 miles, good tyres, new, Sanction II engine fitted

by manufacturers, radio, disc. [C2041]

FURTHER particulars of these and other models now in course of preparation; any make taken in part exchange.

WE will be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Middlesex. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1060]

LAGONDA 3½-litre pillarless saloon, registered 1936.

black, chromium, taxed; £220.—Wrayabury 3212. [C1064]

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C1041]

1932 5-litre drop head coupe black, over £600

spent in complete renovation in 1947 by Davies Motors, in really good condition. Box 7165. [C2025]

1937 Lagonda 4½-litre L.C. 45 tourer, in superb

condition, resprayed grey, full and half tonneau, new carpets, 60,000 miles; £550, near London. Box 7257. [C108]

LAGONDA 1937 4½-litre sports saloon, centre

gear change, new tyres. Are discs, ride control, a lovely car in excellent order and capable of genuine 95mph.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Cambridge Mews, Bayswater, W.1. Bayswater 3951. After 6, Tel. Hill 4755. [C2009]

1936 (Aug.) Lagonda 4½-litre tourer by Vanden Plas, with appearance fast. £250, exchanged. Southwind, Smugglers Walk, W.8. Worthington, Gordon-by-42151. [C1027]

1935 Lagonda 3½-litre pillarless saloon, black with red leather, carefully maintained and in excellent condition throughout, taxed; £250.—Peter Guest Ltd., Gaywood King's Lynn. Tel. 4129. [C2997]

LAGONDA Rapier (1935) 2-seater special sports tourer for 1,100cc class. Wills preselector 4-speed gear box, 45-gallon copper tank, all in good condition; £225.

Guild 10, Briggate, Whitleybury, nr. Peterborough. Tel. Wey 2271. [C0996]

LAGONDA Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Lagonda—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-3. [W14001]

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841.

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W10041]

Lagonda Cars Wanted

1935 Finchley Rd., N.W.3. Harrow 10. [C1052]

2 able.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [C2076]

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lagonda.—Hampstead (Tube), N.W.3. [C1018/R]

273 4-5. We are open on Saturday mornings. [S1060]

LANCHESTER

HENDON CENTRAL GARAGE, Ltd. offer:—

1937 Lancaster Roadster saloon, taxed year, bargain at £295—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

STRATSTONE, Ltd., Lancastrian distributors.

LANCHESTER 14hp de luxe saloon (reg. 1949) blue with leather, heater, maintained in excellent condition; £795.

STRATSTONE, 40, Berke St., W.1. (Mayfair 4404): Service 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C1022]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Lancastrian, colour black with Bedford cord upholstery, mileage 7,000; £675.

Coombes & Sons (Guildford), Ltd., Portsmouth Rd., Guildford. [C2097-8-9]

LANCHESTER 14hp saloon, 1937, black, very nice condition; £225.—Gardner, 11, Whitehall Rd., Birmingham 21.

225—Lancaster II, 1939 model sports saloon, 250bhp, black, sliding head, red leather, pre-selector, Windstone horns, carefully used, excellent condition; terms, exchanges; £100-125. [C2070]

1955—Lancaster II, 1936 model de luxe saloon, pastel blue, sliding head, blue leather, pre-selector, unused spare, excellent condition; terms, exchanges.—Rowland Smith, below.

125—Lancaster II, 1935 de luxe saloon, black, leather, pre-selector, good to excellent condition; terms, exchanges; £100-125. [C2018]

ROYS offer 1939 type Lancaster 14 sports saloon. £295—In class and condition, f.s.s., easyclears, H.P. and exchanges.—Roxys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

1939 14 Lancster 14 Roadster saloon, finished unmarked black with brown leather interior, this car is in really excellent condition and must be seen to be appreciated; a genuine bargain at £325.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Tel. 3457. [C3000]

1951 (November) Lancastrian 10 Barker 4-light saloon, black, brown leather, an outstanding example. Daimler agents; £1,000-1,200. [C2005]

H F. EDWARDS urgently require good Lancastrian for half term; £100-125. [C2037]

Lanchester Cars Wanted

PRESELECTOR gear boxes.—H. & A. Engineering, 35 Grant Rd., Addiscombe 2951. [C1016]

PAIRS, parts reconditioned guaranteed gear boxes.

R shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [C1015]

ACOT ENGINEERING Ltd.—Preselected gear boxes.

A exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [C2037-R]

ALLEN'S, Victoria Rises, Clapham, S.W.4. Lancastrian agents; exchanges and repairs for spares, repairs, etc.—Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 6253-5. [C0642-R]

Lancia

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming extremely scarce.

WE usually have the best available.

SEE Test Report "Autocar," 24th April, 1953.

MANY other makes; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.1. Bay 4274. [C405]

LANCIA Augusta good condition; £1,000-1,200. [C1644]

LANCIA Augusta saloon, recent extensive overhaul, in excellent condition; £185.—Hindhead Motor Works, Tel. 665. [C1051]

1937 model Lancia Augusta pillarless saloon, improved, owner till 1955, excellent condition; £215. [C1052]

GUY ALFREDS & Co., Ltd.—Lancia 7-passenger saloon £265-6-7. Warren St., W.1. Finsbury 3268. [C1005]

Closed limousine, privately owned, ideal hire work.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1951 (November) M.G. T.D. black/green, 10,000 miles, A.A. inspection invited, numerous extras, as new £595.—Camerier, 6, Robin Grove, Highgate, N.E. 9. Tel. 7076 evenings. [C2916]

1951 (May) M.G. T.D., red, 19,000 miles, one owner, just turned over, excellent condition throughout, tyres almost new, £690.—H. P. 52, Liverpool Rd., Chester. Chester 24558. [C3052]

ROYAL offer: 1954 M.G. J.2 sports 2-seater, major extras, clean, taxed, £160; also 1953 M.G. J.1 sports 2/4-seater, fully equipped, new tyres, £150; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway N.W.1. Euston 2700 and 8894. [C3059]

1950 M.G. T.D. 2-seater, red and chromium with red leather, fog lamp, radio, luggage grid, a really delightful example of immaculate appearance, written guarantee, £555; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. 5012. [C2905]

1953 (new) M.G. T.D. 2-seater, black, red leather, or red with beige leather, immediate delivery; also 1949 (new) M.G. T.C. 2-seater, green, with leather, 23,000 miles as new, £495.—Johnsons Sports Cars (Christchurch) Ltd., 1, Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C3053]

CAMDEN MOTORS—M.G. Midget, very scarce P.A. model 1956, with full 4-seater bodywork, general condition much above average, good coachwork and interior well maintained, excellent performance with vivid acceleration through gears; £265.

CAMDEN MOTORS—M.G. Midget P.A. series 1956, 4-seater, engine just de-skinned, serviced and tuned by specialists, excellent tyres; £225.

CAMDEN MOTORS—M.G. Midget T.A. series 1957, quite a nice one, not damaged or knocked about, particularly good mechanically, good oil pressure and doesn't smoke, could be a good car for a beginner; £250.

CAMDEN MOTORS—M.G. Midget T.C. series 1947, cream/rnd leather, new all-weather equipment, smart little example, 2 owners; £425.

CAMDEN MOTORS—M.G. Midget T.C. series 1948, fitted chrome luggage rack and Motorola radio, just completed engine inspection and general overhaul in our workshops; £445.

CAMDEN MOTORS—M.G. Midget T.D. series 1950, this car stands out on its own, not only in the appearance immaculate but everything mechanical about the car is in the finest possible condition, during summer months for occasional motoring and fully overhauled by specialists less than 2,000 miles back, many extras; £625.

CAMDEN MOTORS—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

M.G. Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase M.G. Cars, T 320, Euston Rd., N.W.1. Euston 1212. [C0966/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham 6004. [C2908/R]

MAYFAIR GARAGES, Ltd.—Cash for M.G.s—Balderton St., W.1. Mayfair 3104. [C0969/R]

MG. in good condition for cash.—Tel. Valentine 2098 or 4674.

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [C1059/R]

REQUIRED, T.C./T.D., '49-'50, low mileage, one owner, open H.A.C. inspection.—Box 6999. [C2909]

PERFORMANCE CARS urgently require M.G.s—Great West Rd., Brentford, Middlesex. Ealing 8841. OF.

107 New Cavendish St., Great Portland St., W.1. [C2211]

RECENTLY required, 1947-51 M.G. 1½ saloon, 1½ litre, Epsom, Surrey (Kuchurch). Tel. 1439.

HF. EDWARDS urgently require good M.G. for immediate cash; distance no object; details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

M.G. Spares and Service

WJACOBS & SON, specialise in spares and repairs for all models of M.G. cars.

WJACOBS & SON Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [C0486]

PARADE MOTORS (MITCHAM) offer:

MG. T.A. 1959 Tickford drop head, has been fully reconditioned and parts available for sale as spares.—PARADE MOTORS (MITCHAM), Ltd., 139, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C1056]

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041/R]

HAMMERSMITH.—Repairs, service and overhauls—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [C2054]

MG. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker shafts, shims, gear repartition, camshaft, rod bearings, load springs, wheel hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [C0433/R]

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magneto, carburetors, service stations, starters, crankshafts with rods, rear brake, bushes, shear, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WHITSON 'phone Toulmin Motors, 343, Staines Rd., Wotton, Middlesex. Tel. Hounslow 2239 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m.

M.G. Spares and Service

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gpo. 4141. [C2904/R]

REFACTED rockers, rocker bushes, shafts, valves, guides, gaskets, non-leat V-drive, on exchange.—104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498 after 7 p.m. [C107]

MORGAN

1937 Morgan 4/4 2-seater, black, exceptional condition, fitted many extras; £225.—Soar, Burton Rd., Ticknall, Derby. [C2908]

1939 4/4 Morgan sports coupe (green), 10hp, excellent condition; price £125, can be inspected on arrangement.—Tel. Hayes 0148. [C1050]

£485 1950 Morgan 4/4 sports 2-seater, a faultless car, in immaculate condition, highly recommended.—Tel. 170 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1952 Morgan plus 4 drop head coupe, 2 spare wheels, mileage 4,000, one careful owner, condition as new; £775.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [C1315]

1952 (July) Morgan Plus-four 2-seater, special equipment, model costing £1,069, high compression, head, alloy, racing, etc., 4,000 miles only, one owner; £775.—Cockson, Guinea Hall, Bellenden Kent. Tel. 5123 evenings. [C0424]

Morgan Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham 6041. [C2918/R]

SLOCOMBE, Ltd. The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone.

38—52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C2047]

MORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. [C2016]

Morgan Spares and Service

MORGAN 4/4 official spares parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [C0514/R]

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [C0728/R]

MORRIS MINOR

ARESSES offer:

1952 (late) Morris Minor 4-door saloon, finished in pale teal green with leather upholstery to match, extras include heater, covers, mirrors, etc., speedometer reading 8,000 miles, undoubtedly genuine as brand new; offers to:

1952 AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1608. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211. [C1002]

CAR MART, Ltd.

1951 Morris Minor tourer, 2-door, 13,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950 Morris Minor tourer, one owner, factory reconditioned engine just fitted, coachwork and interior as new; £595.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 on choice.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Tel. 5044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C0407]

RUSSELL MOTORS offer:

1952 (Dec.) Morris Minor tourer 6,000 miles only, extras; £565.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Tel. Sloane 9268. [C2060]

OVERSEAS CARS, Ltd., offer:

1950 Morris Minor saloon, black; £500. For other Overseas car bargains see page 61.

OVERSEAS CARS, Ltd., 287, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C2031]

KAR SALES OF EGHAM offer:

1950 Minor tourer, 15,000 miles only, unmarked; £515.—High St., Egham 3131.2. [C2056]

£625—1952 (October) Morris Minor saloon, grey, red upholstery, 1,900 miles only, completely as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

£85—1953 Morris Minor 2-seater, amazing appearance and performance, selling reluctantly.—Pinner 8656 evenings. [C1013]

1951 Morris Minor, black, little used; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C2049]

1950 Morris Minor tourer, exact mileage 10,050, taxed, new condition, trial; £435.—Owner, Tideway, South Epsom, Epsom-on-Sea. [C2097]

1952 (May) Morris Minor convertible, 7,000 miles, immaculate; 510gns.—Bailey, 38, Brougham Drive, East Didsbury, Manchester, 20. Didsbury 1226. [C2026]

MORRIS MINOR 1950 (September) tourer, black, under 11,000 miles, one driver, excellent condition; £475.—32, Victoria Rd., Kennington, W.6. Tel. Wes. 5855. [C1043]

MORRIS MINOR

1950 Morris Minor tourer, grey with beige upholstery, stereo, radio, sunroof, in beautiful condition throughout; £630.—Pantries Service Garage, London Rd., Guildford 5326. [C2055]

1950 carefully maintained, new Mellow Hide, lawn hood and screens; £535.—Mrs. Marshall, The Weaste, Kelshall, Cheshire. (Kelaall 345.) [C2974]

MORRIS MINOR tourer, 1950, green, 7,750 miles, only one car, one owner, grey, unmarked, immaculate condition, as new, £745 or near offer.—Heron Bay 422 or Mansion House 6669. [C2179]

TANKARD & SMITH, Ltd., offer: 1951 Morris Minor open tourer, black with beige upholstery, one owner, speedometer reading 16,000, exceptional condition; £500; 5 months' written guarantee.—1948, Kinc's Rd., Chelsea, S.W.3. Flaxman 482-2-8. [C2062]

1951 (July) Minor coupe, one owner, 15,000 miles, fastidiously maintained, attractive coachwork, immaculate appearance, mechanically irreproachable; £485; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [C2061]

PRIDE & CLARKE, Ltd.—1951 Morris Minor saloon, green/beige or grey/beige leather, low mileage, £519; 1950, black, beige leather; £485; 1951, tourer, £485; terms, three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.3. Brixton 6255-6. [C2068]

Morris Minor Cars Wanted

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T

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [C2016/R]

PRIVATELY owned Minor.—5, Brase Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2037]

WANTED privately, 51/3 Morris Minor saloon, car heater, Bradford, 139, Huntingdon Rd., Cambridge. [C2094]

CA. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor. [C2043]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham 6041. [C2016/R]

MORRIS EIGHT

KAR SALES OF EGHAM offer:

1946 Morris 8 series E saloon, very good order; £375.—High St., Egham 3131.2. [C2056]

1937 Morris 8 2-door de luxe saloon, original condition; £150.—Whitstable 5750 (evenings). [C2019]

1936 Morris 8, radio; £175.—Ace of Spades, Great West Rd., Hounslow 5476 (Overley Station Tube). [C2050]

1925 Morris 8 4-door de luxe saloon, 2 owners only, outstanding condition; £75. [C2756]

1925 Morris 8 4-door de luxe saloon, black, very good condition; £75.—Whitstable 5750 (evenings). [C2019]

1925 Morris 8 4-door de luxe saloon, black, £225; terms, taxed; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1224]

1939 Morris 8 tourer, series E, one owner, excellent condition throughout, any inspection; £225.—Tulse Hill 6526. [C2756]

295—Morris 8 1959 saloon, black, radio, excellent condition, taxed; terms, exchanges.—Rowland Smith, below. [C2756]

225—Morris 8 1938 saloon, green, very good condition; terms, exchanges.—Rowland Smith, below. [C2756]

185—Morris 8 1937 model saloon, blue, excellent condition; terms, exchanges.—Rowland Smith, below. [C2756]

145—Morris 8 1935 de luxe 4-door saloon, blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 0041. [C2018]

1939 Morris 8 Series E, exceptional order; £380.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C2049]

1946 Morris 8 4-door saloon, sliding head, black, excellent condition; £375, near offer.—Box 7247. [C2029]

ACHIE SIMONS & Co., Ltd.—1939 Morris 8 saloon, colour black, fitted with radio, in excellent condition, every way; £275.—94, Off Portland St., W.1. Ham 1343. [C2013]

SGA MOTORS.—Morris 8 specialists offer the following selected cars which have been thoroughly checked in our workshop, and carry a 3 months' guarantee:

1940 Morris 8 4-door de luxe saloon, sunroof, reconditioned engine, excellent condition; £225.—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (4 minutes Gloucester Road Tube). [C2063]

1939 4-seater tourer in outstanding condition, really a specimen car, taxed year; £225.—4-seater, sliding head, black, in excellent condition throughout; £205. [C2063]

1938 4-seater tourer in first-class condition; £175.—OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6 Mon-Fri; Monday to Saturday inclusive; to make an appointment—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (4 minutes Gloucester Road Tube). [C2063]

1937 Morris 8 2-door, fully equipped, taxed; £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2708 and 8894. [C2056]

1937 Morris 8 2-door, fully equipped, taxed; £165; also 4-seater, sliding head, black, £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2708 and 8894. [C2056]

1936 Morris 8 2-door, sliding head, black, £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2708 and 8894. [C2056]

1936 Morris 8 2-door, sliding head, black, £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2708 and 8894. [C2056]

1936 Morris 8 2-door, sliding head, black, £165. h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2708 and 8894. [C2056]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

KAR SALES OF EGHAM offer:—

1938 Morris 8 saloon, in exceptional condition: £245.—High St., Egham 3131/2. [C2056A]**£235** !!—Genuine original condition Morris 8 4-door saloon de luxe; this we mean! This is not advertising license but a genuine description of a magnificent Morris 8 with original spotless,etwork, original interior and magnificent chrome. Below.**£185** !!—1937 Morris 8 saloon, excellent bodywork, clean interior, good tyres and excellent performance. Below.**£185** !!—1937 Morris 8 sports 4-seater, nearly new, having had a complete reconditioned interior and mechanically one of the finest we have had; 3 months' guarantee; hire purchase, exchanges.**LAMBS**, Finchley Showrooms, 421, 425, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground.) [C2052]**R** UDDS recommend: 1948 (November) series E, 35,000 miles; this one-owner-driver specimen has been originally driven in local country districts and its original body condition has been carefully maintained; the brown leather is unmarked and the car has just been fitted with its first reconditioned engine; offered taxed and guaranteed at £385; terms, exchanges. Central Station, Worthing, 4635. [3181]

Morris Eight Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**R** EALLY good second-hand Morris 8 required.—Cobb, 50, Harley House, N.W.1. [W1086]**R** EQUIRED immediately, good Morris 8.—G. Edwards, Amersham Lane, Harpenden, Herts. Tel. 118. [W2000]

MORRIS TEN

DICKS. Morris 10 saloon, engine just overhauled: £25. [C1074]**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]**1938** Morris 10 saloon, in good condition: £225.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]**1939** Morris 10, reconditioned, recent recon, engine: £295. H.P. on any car.—Thomas Motors, 117, London Rd., Kingston. [3137]**M** ORRIS 10 series II 1936 model 4-door saloon, reconditioned engine just fitted and not run in, brakes relined: £145.—Below.**1934** Morris 10 saloon, mechanically perfect in every detail, good tyres: £110.—91, Garnett Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]**1947** Morris 10, exceptional mechanical condition, new engine, gearbox, body, tyres v.g.: £375.—Robertson, 3, Hillbury Rd., S.W.17. Balham 3408. [3074]**£425** —Morris 10 saloon, grey and black, 1948, original, reconditioned engine, taxed, terms, exchanges.—Fleet, 52, Lake St., Leighton Buzzard 2172. [3191]

Morris Ten Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**W** HY ACCEPTS less for your Morris 10hp saloon when you get into full market value from Ferrari of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]

MORRIS TWELVE

C.M.I. CAR SALES (Prl. 6625) offer:—**1939** Morris 12 saloon, immaculate condition: £295. THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]**1939** (March) Morris 12hp saloon, reconditioned engine fitted, one owner, in excellent order throughout: £245.—Below.**L** YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]**£165** —1936 Morris 12 series II 4-door saloon, excellent condition; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., Reliance 2895-6. [C1038]**Morris Twelve Cars Wanted** R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS EIGHTEEN

£225 —1937 Morris 18 saloon de luxe, in original family car, in nice condition: £225.—Down, Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

MORRIS OXFORD

CAR MART, Ltd. Morris Oxford saloon, 13,000 miles: £715.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]**S** COTT CARS offer:—**1952** Morris Oxford, 5,000 miles only, as brand new: £745.—S. Cott, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]**B. J. HUNTER**, Ltd. offer:—**1950** Morris Oxford saloon, exceptional condition: £550. [C2040]**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]**M** ORRIS OXFORD SO, 18,000, htr., beige: £555; no dealers.—Wern 3957. [2985]

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1953 Series Morris Oxford saloon, black with red interior, 19,000 miles only: £795. [C2020]**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2020]**W** ARWICK WRIGHT, Ltd., offer:—**1951** Morris Oxford saloon, blue, 8,000 miles: £695. [C4018]**W** ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4018]**G**UY SALMON AUTOMOBILES offer:—**1950** Morris Oxford saloon, green, green leather, 20,000 miles, very well cared for example: £585.—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-3. [C4001]**H** ENDON CENTRAL GARAGE, Ltd., offer:—**1951** Morris Oxford saloon, tax year, immaculate condition: £635.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]**1953** Morris Oxford saloon, black with red leather, under 200 miles: £695. [C4018]**R** . C. WIMBUSH, Ltd., 512, Earls Court Rd., London, N.W.8. Wimborne 4801. [C4056]**1949** (June) Morris Oxford saloon, radio and heater, one owner, moderate mileage: £525. [C4019]**L** YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.W.8. Mountview 4401. [C2058]**1949** Morris Oxford saloon, black, wonderfully kept: £565.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019]**1951** Oxford saloon, black with brown hide, fitted heater, nominal mileage, and in superb condition throughout: £645.—Robbins, East Putney, Tel. 4581. [C2010]**1951** (December) Morris Oxford, hester, immaculate, one owner, blue, mileage 10,000: £675. [C4019]**1951** Oxford saloon, black with brown hide, fitted heater, nominal mileage, and in superb condition throughout: £645.—Robbins, East Putney, Tel. 4581. [C2010]**1951** (December) Morris Oxford, hester, immaculate, one owner, blue, mileage 10,000: £675. [C4019]**1951** Oxford saloon, black with brown hide, fitted heater, nominal mileage, and in superb condition throughout: £645.—Robbins, East Putney, Tel. 4581. 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

A CRES offer:—

1948 Pontiac Silver Streak saloon, finish in dual-tone black and silver, steel body, very good and many extras; this magnificent vehicle has been beautifully kept and maintained and is practically indistinguishable from brand new; first £950 secures.

A CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Brixton 2211-2.

1950 Silver Streak 8-cylinder de luxe 4-door saloon, fitted with every conceivable extra and as new, in every respect, 25,000 miles, two colour grey.

1949 50 6-cylinder convertible, fitted with hydraulic drive, power-operated hood and all extras, a most attractive open-top car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Tel. Fremantle 5471. [C1306/R]

Pontiac Cars Wanted

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SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers, also large selection for sale. See under "American Cars," Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.B. Concessions, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7792-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities. Tel. Ripley 2361. See "New Car Section." [0629/R]

RACING CARS

COOPER'S GARAGE (SURREYBURN), Ltd., of Surbiton, Tel. Elm 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0621/R]

RAILTON

MEBES & MEBES, Ltd. (est. 1895) offer:—

1938 Railton 17hp drop head foursome coupe, metallic grey, blue hide upholstery, recommended throughout irrespective of cost. 1948 condition. £525. The Broadway, Mill Hill, N.W.7. Tel. Mill 2040 [C3012]

1938 Railton 16hp saloon, new engine 1952, 12668 miles, etc. Tel. Camberley 491. [C2868]

1935 Railton 8, good condition, 22,000 miles, recent overhaul. 12, Bute House, Stevenage. [S185]

1938 Railton Straight 8 drop head, black and grey, radio, quite unblemished.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4026]

A-ONE MOTORS, (LONDON), Ltd. Second to none, also amateur and professional engineers and after-sales service. 18, Eccleston Square, Mews, S.W.1; and 24, North Side, S.W.18. Tel. Vandyke 5181. [0355/R]

1939 28hp d.h.c. coupe, maroon, excellent mechani-

cally and in appearance, very good tyres:

£225. Choice of several other coupes and saloons including genuine post-war models similar to above at £595.

Major J. P. R. Barber, 10, Sunbeam Mews East, London, W.2. Fadd. 8829. [5778]

RENAULT

RENAULT cars, spare parts, repairs and service.—
RENAULT, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R]

A CRES offer:—

1951 Renault 750 saloon, finished in grey, many extras, carefully used and in spotless condition throughout. First £550 secures.

A CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

KAR SALES OF KOHAM offer:—

1940 Renault 12 saloon, snip; £165.—High St., Egham 3131. [C2056A]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1939 26hp 6-attr. roomy saloon, completely overhauled; £250.

10126/R

£485—1950 Renault 760 saloon, grey, P.V.C. upholstery, engine recently reconditioned, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

760c Renault 1951 standard saloon, one owner; £450. —Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045]

RENAULT Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2098 or 4678. [C1018]

OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models.

10127/R

Renault Spares and Service

G. LANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service. Tel. 20551. [0911/R]

RILEY

CYRIL SHEPPARD offers:—

1948 Riley 2½-litre de luxe saloon, black/red, loose covers, low mileage; £775.—Sheppard Hill, Reading. Sonning 2345. [S145]

TOM GARNER, Ltd., offer:—

1951 Riley 2½-litre saloon, black with brown up-holstery, 1,800 miles only; £1,265.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

RILEY

BOON & PORTER, Ltd.

RILEY distributors.

18-months-old, 1½-litre saloon, one owner, heater, 29,000 miles, excellent, H.M.V. radio and heater; £925.

1952 Riley heater, 6,000 miles; £1,050.

1953 Series 2½-litre saloon, green, 5,000 miles, heater, radio, heater; £1,195.—Castelnau, S.W.15, by Hammersmith Bridge. Riverside 4444. [C1022]

SLOCOMBES, Ltd., Willesden 4669.

RILEY 1½-litre open foursome in grey with red leather, Scintilla equipped, very fast; £269/10; or insured h.p. terms, part exchanges, cars or motor cycles; we close at 7.30 p.m. Write, call or tel.—Slocombes, Ltd., 36-52, Dudden Hill Lane, N.W.10. [C4017]

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Tel. Fremantle 5471. [C1306/R]

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[0617/R]

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PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R]

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overhaul. 12, Bute House, Stevenage. [S185]

1938 Railton Straight 8 drop head, black and grey, radio, quite unblemished.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4026]

73—79, Cadogan Lane, S.W.1. Sloane 4727. [C1048]

RILEY 2½-litre saloon, black, one owner, fitted radio, heater; £995.

RICO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Recent 2952. [C1023]

1951 (Nov.) Riley 1½-litre bronze with red leather, heater, one owner; £995.—Below.

1948 1½-litre black Riley saloon; £650.—Halls Finchley, Ltd., Olden Parade, North Finchley, London, N.12. Tel. Halls 1044. [C1061]

1952 Riley 1½-litre Victor saloon, overdrive model, excellent order, 5 months' guarantee; £295.

C. & W. MOTORS, Ltd. Queen's Head Garage, East C. & W. N.3. Finchley 6236 (5 lines). [C1061]

SUSSEX specialists for Riley cars and spares.—Clyffns, Ltd., Lewes 1281. Successors to Lewes Motors. [C0057/R]

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C1041/R]

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 5348.

£135—The neatest, cleanest 1953 Riley 9hp saloon we have had for some considerable time; £55 down.

£225—1956 Riley 1½-litre Adelphi sports saloon, grey, spotless, red hide interior, tax'd, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1029]

1950 2½-litre drop head tourer, one owner, 18,000 miles.—Anthony Crook Motors, Ltd., Caledon 2332. [C1029]

£155—1½-litre Riley Falcon sports saloon, most attractive car; £45.—Shirehall Park, N.W.4. Henson 1646. [C1029]

1937 Riley 12-14 saloon, guaranteed; £225, payments—Oldfield, 586, Kensington High St., W.14. Wes 6631. [C1029]

£350—Riley 1½-litre 1956 Merlin 4-dr. sports saloon, really excellent mechanically, excellent cellulose choice 9.

BENSON & HEDGES, 16, Clarendon Rd., Holland Park, London, W.11. Tel. 5066-7. (50 yds. Holland Park Tube.) Exchanges. H.P. [C1017]

CAMDEN MOTORS.—Riley 1½-litre saloon, 1947, black/green leather, nominal mileage, good mechanically, excellent tyres; £595.

CAMDEN MOTORS.—Riley 1½-litre Nuffield saloon, 1948, 4-door, black/green leather, chrome front, in black with blue leather, excellent tyres and sound mechanically with typical Riley performance; £345.

CAMDEN MOTORS.—Riley 9hp Monaco saloon, late 1956, special series engine, giving 100 miles to the gallon, performance sound, bodywork finished in chrome, neat and tidy, order generally; excellent set of tyres; £245.

CAMDEN MOTORS.—Riley Kestrel 6-light saloon, 1948 model, black, brown leather, fitted radio and passlights a very good example; £645.

CAMDEN MOTORS.—Riley 9hp Monaco saloon, late 1956, special series engine, giving 100 miles to the gallon, performance sound, bodywork finished in chrome, neat and tidy, order generally; excellent set of tyres; £245.

CAMDEN MOTORS.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1952 (July) Riley 1½-litre saloon, maroon, wireless, 4,000 miles, perfect condition; £1,060 or near—Couch, Paddington 7502. [S075]

1937 Sprite saloon, 8827K, 5,000 since reconditioned engine, appearance excellent; £275.—Saturdays 56, Holly Park Rd., N.11. [S059]

1933 Gamecock black with red leather, replacement engine fitted 1949, excellent tyres, mood weather equipment, taxed for year; £165.

CHARACTER CARS, Croydon 2555. [C1043]

RILEY

1947 Riley 1½-litre saloon, excellent condition, black, heater; £625.—Jack Pozner (Autos) 395, Hendon Way, N.W.4. Hendon 1425-4. [C1065]

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1. Tel. 574-5. (15 miles from Sloane Sq. Tube). Sloane 826. Offer the following Riley's:

£85—1932 Monaco, just reboared, excellent value.

£100—Sports special 2½-seater, complete with blower, enthusiast's dreamboat.

£125—1933 Monaco, a really good specimen.

£175—1935 Kestrel 9hp, now undergoing overhaul.

£175—1933 Gamecock 4-seater sports, engine completely overhauled by Burtonwood, rewired, etc. 5 new tyres and complete weather equipment, taxed.

£195—1937 Monaco, a really beautiful car, engine overhauled and absolutely spot on in every respect.

GOOD Rileys always in stock from £55 and urgently wanted to purchase.

1952 (late) Riley 2½-litre saloon, Motorola radio, £125.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0631. [C1063]

PRICE £235.—1936 Merlin 9 black saloon, green leather upholstery, sliding head, preselector gear, good tyres, excellent runner, private sale.—Tel. Alder- shot 1799. [S053]

1938 Riley Kestrel Big 4 saloon with overdrive, this throughout, and will do 90 miles per hour; £350.—Tel. Wallingford 5117. [S131]

A (July) Riley 1½-litre 1949 saloon, silver grey, very good, £175.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 13434. [C1024]

425—Riley 1939 1½-litre de luxe saloon, black, sliding head, brown leather, manual change, carefully used, exceptional condition; terms, exchanges.

295—Riley 1938 1½-litre Riley, 2½-litre Riley, leather upholstery, preselector, twin passlights, excellent condition; terms, exchanges.—Rowland Smith, below.

1953 (Nov.) Riley 9, December 1953, Kestrel sports 2½-litre Riley, black/red leather, very good condition, £1,125.—Rowland Smith, below. [C1063]

425—Riley 1939 1½-litre Riley, black, brown leather, manual change, £1,125.—Rowland Smith, below. [C1063]

1949 Riley 1½-litre saloon, black/red leather, radio, £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016]

1948 Riley 1½-litre saloon, one owner, nominal mileage, radio, heater, black with brown, perfect condition; £685.—L. F. Dove Ltd., 68, Broadway, Wimbledon, S.W.19. Liberty 3466. [C1077]

£675—1948 2½-litre Riley, £2,000 miles, very carefully maintained, loose covers, coachwork and interior unmarked; terms, exchanges.—G. S. Hall Ltd., 302, King St., Hammersmith, W.6. Riverside 2908. [C2051]

AL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Distributors Ltd., 10464, London Rd., Coventry. Tel. 2146. [C1046/R]

1952 (June) Riley 2½-litre saloon, black with green leather, fitted radio, heater, screen washers, etc., one owner, genuine 11,000 miles, looks 5,000 miles, as new; £1,175.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1375. [S058]

R.O.V.S. for Reliable Rileys.—1940 16/4 Nuffield saloon, £395; 1953 Kestrel 16/4, £365; 1936 Adelphi 1½-litre, £225; 1935 Monaco 9, £175; also just arrived a specimen Riley 9 Monaco, special series engine just overhauled, £1,000. (1936) 2½-litre Riley, £1,000. (1937) 2½-litre Riley, £1,000. (1938) 2½-litre Riley, £1,000. (1939) 2½-litre Riley, £1,000. (1940) 2½-litre Riley, £1,000. (1941) 2½-litre Riley, £1,000. (1942) 2½-litre Riley, £1,000. (1943) 2½-litre Riley, £1,000. (1944) 2½-litre Riley, £1,000. (1945) 2½-litre Riley, £1,000. (1946) 2½-litre Riley, £1,000. (1947) 2½-litre Riley, £1,000. (1948) 2½-litre Riley, £1,000. (1949) 2½-litre Riley, £1,000. (1950) 2½-litre Riley, £1,000. (1951) 2½-litre Riley, £1,000. (1952) 2½-litre Riley, £1,000. (1953) 2½-litre Riley, £1,000. (1954) 2½-litre Riley, £1,000. (1955) 2½-litre Riley, £1,000. (1956) 2½-litre Riley, £1,000. (1957) 2½-litre Riley, £1,000. (1958) 2½-litre Riley, £1,000. (1959) 2½-litre Riley, £1,000. (1960) 2½-litre Riley, £1,000. (1961) 2½-litre Riley, £1,000. (1962) 2½-litre Riley, £1,000. (1963) 2½-litre Riley, £1,000. (1964) 2½-litre Riley, £1,000. (1965) 2½-litre Riley, £1,000. (1966) 2½-litre Riley, £1,000. (1967) 2½-litre Riley, £1,000. (1968) 2½-litre Riley, £1,000. (1969) 2½-litre Riley, £1,000. (1970) 2½-litre Riley, £1,000. (1971) 2½-litre Riley, £1,000. (1972) 2½-litre Riley, £1,000. (1973) 2½-litre Riley, £1,000. (1974) 2½-litre Riley, £1,000. (1975) 2½-litre Riley, £1,000. (1976) 2½-litre Riley, £1,000. (1977) 2½-litre Riley, £1,000. (1978) 2½-litre Riley, £1,000. (1979) 2½-litre Riley, £1,000. (1980) 2½-litre Riley, £1,000. (1981) 2½-litre Riley, £1,000. (1982) 2½-litre Riley, £1,000. (1983) 2½-litre Riley, £1,000. (1984) 2½-litre Riley, £1,000. (1985) 2½-litre Riley, £1,000. (1986) 2½-litre Riley, £1,000. (1987) 2½-litre Riley, £1,000. (1988) 2½-litre Riley, £1,000. (1989) 2½-litre Riley, £1,000. (1990) 2½-litre Riley, £1,000. (1991) 2½-litre Riley, £1,000. (1992) 2½-litre Riley, £1,000. (1993) 2½-litre Riley, £1,000. (1994) 2½-litre Riley, £1,000. (1995) 2½-litre Riley, £1,000. (1996) 2½-litre Riley, £1,000. (1997) 2½-litre Riley, £1,000. (1998) 2½-litre Riley, £1,000. (1999) 2½-litre Riley, £1,000. (2000) 2½-litre Riley, £1,000. (2001) 2½-litre Riley, £1,000. (2002) 2½-litre Riley, £1,000. (2003) 2½-litre Riley, £1,000. (2004) 2½-litre Riley, £1,000. (2005) 2½-litre Riley, £1,000. (2006) 2½-litre Riley, £1,000. (2007) 2½-litre Riley, £1,000. (2008) 2½-litre Riley, £1,000. (2009) 2½-litre Riley, £1,000. (2010) 2½-litre Riley, £1,000. (2011) 2½-litre Riley, £1,000. (2012) 2½-litre Riley, £1,000. (2013) 2½-litre Riley, £1,000. (2014) 2½-litre Riley, £1,000. (2015) 2½-litre Riley, £1,000. (2016) 2½-litre Riley, £1,000. (2017) 2½-litre Riley, £1,000. (2018) 2½-litre Riley, £1,000. (2019) 2½-litre Riley, £1,000. (2020) 2½-litre Riley, £1,000. (2021) 2½-litre Riley, £1,000. (20

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service
PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0781]

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961).

HARTLEY'S for Riley spares and service.—165, Stanstead Rd., Forest Hill, S.E.23. [0246/R]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes.—A. exchanges and repairs.—169, Fulham Rd., S.W.3. [0258/H]

ALL Riley sales and service facilities available at our A. depot, new and second-hand bargains. Riley wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0443]

JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gu1 5446. [0092/R]

RILEY distributors for 29 years—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Mason & Agencies, Ltd., High St., Leamington Spa. Tel. 67. 1049

ROLLS-ROYCE

HR. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars. Offer the following selection:—

1949 Rolls-Royce 8/8 sports saloon by James Young, black with blue hide. Just overhauled by Riley-Royce; £1,550.

1949 Rolls-Royce 6-light sports saloon by Park Ward, black and cream with black hide, 34,000 miles; £3,500.

1949 Rolls-Royce touring limousine by Hooper, primrose and black with beige hide, 22,000 miles; £3,500.

1947 Rolls-Royce sedan de Ville by H. J. Mulliner, black with blue hide, 20,000 miles; £2,500.

1939 Rolls-Royce sports saloon with division by Hooper, black, 67,000 miles; £2,450.

1935 Rolls-Royce 20/25 sports saloon by Thrupp & Maberly, black with grey hide, 81,000 miles; £1,175.

We are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5023]

RIPON.

RIPON.

RIPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists. HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPON BROS., Ltd., Huddersfield 7070. Also Bradford, Leeds and Sheffield. [0905/R]

PB Ltd., offer:

1935 20-25hp Rolls-Royce fitted with most attractive 4-door 4-light sports saloon body with disarming division by Freestone & Webb, black and primrose with brown leather upholstery, now undergoing complete engine overhaul will be available approximately two weeks time at £1,950.

PADDON BROS. 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477-9475. [C5035]

ROLLS-ROYCE 20-25hp.

THIS week we have a range of the small type Rolls-Royce saloons including swept-wing shooting brake, limousines etc. up to approximately 20,000 miles; £1,550; Rolls taken in part exchange or we can sell your Rolls for you; new bodies, S.H bodies, spares. Wanted. Phantom II tourer.

JOHNSON'S 109, Egerton Rd., Fallowfield, Manchester 14. Tel. Rusholme 5009. [3165]

BJ. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp owner-driver saloon, maintained regardless; £575.

BN. W. 2, Tel. Gladstone 6303. [C2040]

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork.

1949 Rolls-Royce Silver Wraith Hooper touring limousine electric division, 19,500 miles.

1945 Rolls-Royce Wraith H. J. Mulliner touring limousine, 37,000 miles, numerous extras, electric division.

1938 25/30 Rolls-Royce owner-driver saloon with 8 division.

AUDLEY House, North Audley St., W.1. Mayfair 5242-54. [C5030]

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) semi-razor-edged sports saloon without division, in magnificent condition; £1,895.

1939 Rolls-Royce (GZR) 25/30 semi-razor-edged sports saloon without division, one owner, beautifully kept, low miles; £1,595.

1938 Rolls-Royce fully razor-edged sports saloon by Park Ward, outstandingly beautiful car, genuine one owner, 27,000 miles since new; £1,795.

1934 Rolls-Royce 20/25 sports saloon by Hooper, recent engine overhaul; £675.

48, Kensington Court, W.8. Western 6015. [C4036]

GUY SALMON AUTOMOBILES, offer:—

1947 Rolls-Royce Silver Wraith owner driver sports saloon by Hooper, genuine 22,000 miles from new, a superb vehicle; £3,950.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BROOKLANDS: Individuality, new and used cars.

1949 Rolls-Royce Hooper touring saloon with division, mileage 19,000, serviced by makers.

103, New Bond St., London, W.1. Mayfair 151-6. [C1029]

ROLLS-ROYCE

CMART LTD.

1948 Rolls-Royce Silver Wraith Hooper touring limousine, black with beige hide upholstery, guaranteed; £3,250.

1947 Rolls-Royce Silver Wraith Special Phaeton (4-door all-weather) by Freestone and Webb, green with brown leather upholstery, guaranteed; £2,750.

1938 Rolls-Royce 25/30hp Thrupp & Maberly 6-light landau, black with fawn cloth upholstery; £1,350.

1937 Rolls-Royce 25/30hp James Young limousine, blue and black with leather to front and cloth to rear, guaranteed; £1,250.

CAR MART Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 5454. [C1039]

MASCOT MOTORS, Ltd., offer the following:—

1938 30hp T. & M. special full razor edged sports saloon.

1937 30hp T. & M. semi-razor edged sports saloon.

1935 40/50hp T. & M. full 7-seater limousine.

1934 25hp Hooper sports saloon.

1932 25hp Freestone & Webb 4-door sports saloon.

1932 25hp H. J. Mulliner 4-door semi-sports saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.9. Tel. Ladbroke 1231-2. [C3007]

ROLLS-ROYCE 20/25, registered February 1936, 7-seater swept-back limousine, face-forward occasionally; £2,750.

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ROLLS-ROYCE 20/25, registered February 1936, 7-seater swept-back limousine, face-forward occasionally; £2

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical and electrical, Mayfair 5242. [C1030/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Tel. 3562. [C1064/R]

ROVER 10

CAMDEN MOTORS—Rover 10 saloon de luxe, 1939, rear boot model with disc wheels like 1947 series, coachwork just resprayed dark blue, all fittings rechromed, new tyres, all round, an excellent specimen; £295. [C1035]

CAMDEN MOTORS—Rover 10 saloon (January, 1947), fitted heater and Regency tailored seat covers, original makers' cellulose, beautifully maintained and devoid of blemish, except for one or two minute areas which had only served to highlight the genuine overall condition of the car, total recorded mileage 29,450 (carefully done), new set of tyres done 6,000 miles only; £295. [C1035]

CAMDEN MOTORS—Rover 10 saloon, choice of two saloons, in running order; £24 each. [C1035]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

625—Rover 10, December 1947, de luxe saloon, 25 black, siding head, blue leather, radio and heater, one careful owner, good tyres, exceptional condition, terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C0418]

ROVER 12

DICKS, Rover 12 saloon, works maintained; £595. [C1056]

1946 Rover 12 saloon, works maintained; £595. [C1072]

KAR SALES OF KOHAM offer:—

1936 Rover 12 saloon, bargain; £195.—High St., Egham 5131/2. [C2056]

£398—Rover 12, 1939, 4-dr. saloon, excellent car mechanically, good cellulose, choice of 16 colours, £398. [C1017]

BENNYMORE, 1 Clarendon Rd., Holland Park, London W.1. Park 5066-7. (50ys Holland Park Tube.) Exchanges h.d. [C1017]

1935 Rover 12, reconditioned engine, maker's £125 overhauled recently, far above average; £195. Tel. Cambridge 3664. [C1045]

1946 Rover 12, one owner, £195.—Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050]

1936 Rover 12 sports saloon, well above average; £195. H. P. and exchanges.—Rover Automotives, Ltd., 127 Parkway, N.W.1. Euston 2700 and 8894. [C1059]

165—Rover 12, 1936 sports saloon, grey, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1017]

1946-7 Rover 12 saloon, finished in unbleached black with brown leather interior and carpets to match, fitted new heater, excellent tyres, full and comprehensive tool kit, taxed, mechanically in excellent condition, any trial or examination, a really excellent example of one of Britain's Fine Cars. £225. [C1035]

MADSTONE ENGINEERING Co., Cross Rd., Pendlebury, Salford, 6, Manchester. Tel. 3457. [C1000]

£645—Rover 12 open 4-seater sports tourer, first delivered and registered March, 1948, a most immaculate example of this rare series, superb coachwork with rich leather upholstery, disappearing hood, all over, topazum, cork, leather, maroon, and oasis lights, mechanically this is one of the very finest post-war Rovers it has been our pleasure to handle, its road performance cannot fail to satisfy discriminating enthusiasts. [C1035]

£395—Rover 12 saloon de luxe (January, 1940), black with red leather interior, seat covers, pass lights, etc., good appearance and in particular sound mechanical order. [C1035]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

ROVER 14

GARAGE SERVICE Co., Ltd.

1940 Rover 14 6-light saloon, black, blue leather, radio, licensed to December, 1953, good mechanical and coachwork condition; £75. [C1036]

1081—Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019]

OVERSEAS CARS, Ltd., offer:—

1947 (August) Rover 14 saloon, black, excellent condition throughout; £625.—For other Overseas car bargains see page 61. [C2056]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5051]

KAR SALES OF SOUTH HARROW offer:—

1947 Rover 14, immaculate throughout; £615.—50/56, Northolt Rd., South Harrow. Tel. Byron 5544. [C2056]

1939 Rover 14 saloon, guaranteed; £285; payments, Oldford, 386, Kensington High St., W.14. Tel. 6651. [C5028]

£265—1938 Rover 14 saloon, unused, reconditioned engine, terms.—Autosnips, 5, Balham High Rd., Balham 1909. [C1063]

CASSY'S MOTOR MART—1938 Rover 14 super sports saloon, black, superb condition, written guarantee—5, Warren St., W.1. Euston 4110. [C1040]

1940 model Rover 14hp saloon, 4-light, in very good order; £75.—George Wooderson, 48a, Drewsteed Rd., S.W.16. Streatham 8638. [C1045]

1938 Rover 14 saloon, reconditioned engine, immaculate, guaranteed; £290; payments, Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [C4038]

ROVER 14

1938 Rover 14 saloon, 6-light, thoroughly recommended; £345.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2511. [C1019]

CAMDEN MOTORS—Rover 14hp sports saloon, 1940, identical in every respect to 1947 model; £70 reconditioning carried out this year alone, exceptional bargain; £395. [C1035]

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1947, condition far in advance of average for the year, original cellulose remarkably well maintained, all works inspection and passed 100%; £575. [C1035]

CAMDEN MOTORS—Rover 14hp sports saloon, 1939, four-door, with attractive body styling, original makers' cellulose still in place, but coachwork sound generally, good performance and very good tyres; £295. [C1035]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

SCARCE model, 1939 (April) Rover 14 drop head 4-seater, special sports, black and chrome, with leather upholstery, particularly attractive example, written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C1020]

ROUNDERABOUT offer:—

1947 model Rover 16, first registered January 1948, black with brown leather upholstery, exceptional condition; £625. [C1035]

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx., Waxton 1071. [C1058]

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Rover 16 saloon, radio, spot lamps, and in immaculate condition throughout; £625.—Hendon Central, Watford Way, Hendon, N.W.4. Tel. Hendon 8084-5. [C2034]

1938 Rover 16 saloon, excellent.—Autowork, Ltd., 1084. [C1010]

1947 Rover 16 sports saloon, black, green leather, 19,000 miles, an exceptional car; £635. [C1035]

W. J. BROWN, Ltd., Established over 50 years. [C1035]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

£365—Rover 16 saloon, late type model 1939, with disc wheels and identical body styling to 1947, a good sound example in above average mechanical condition, engine used no oil, brakes and clutch in good condition, £195. [C1035]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

ROVER 20

£315—Late 1938 Rover 20 sportsman's four-light 1935 saloon, rather scarce model with most impressive performance, many extras and special features. Ace rimblockers, heater, etc., very good coachwork, fine quality leather upholstery, an ideal car for fast touring. [C1035]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

ROVER 60 & 75

H. BEART & Co., Ltd., offer:—

1951 (May) Rover 14 saloon, fitted H.M.V. radio, 1 black with grey upholstery, genuine small mileage and carefully maintained by one owner since new; £1,065.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (October) P4 Rover 7,000 miles, radio, loose covers, etc.; £1,275. [C1029]

1951 P4 Rover, 22,000 miles, one owner; £1,075. [C1035]

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

BROOKLANDS: Individuality, new and used cars.

FIRST registered January, 1952, Rover 75 saloon.

1950 Rover 14 saloon, 15,000 miles. [C1029]

103, New Bond St., London, W.1. Mayfair 551-6. [C1029]

1951 Rover 14 saloon, black, 14,000 miles, one owner, as new; £1,135. [C1029]

RICOH, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952-4. [C1032]

1953 Rover, grey, 900 miles only; £1,350.—Taylor & Crawley, 48, Kensington Court, W.8. Tel. Western 6015. [C1043]

GUY ALFREDS & Co., Ltd.—1950 Rover 14, radio, heater, above average condition, 6-7, Warren St., W.1. Euston 3268. [C1005]

1950 (May) Rover 14 saloon, black/grey upholstery, one Q.C. owner, carefully kept, in inspection Chealsea; £975.—Flax 5481. Box 7179. [C1029]

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex cond.; Tickford, Littleton, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. [C1029]

1952 Rover 14, black with green leather, radio and heater, 12,000 miles, definitely unblemished condition; £1,250.—Cox's Motors, Conduit St., Leicester 60519. [C1059]

1952 Rover 14 saloon, black with red hide interior, radio and heater definitely as new; £1,150; would consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Gorhams-by-Sea 42131. [C1027]

CAMDEN MOTORS—Rover 75 saloon (December, 1948), beige with brown leather, heater, H.M.V. radio, seat belts, original and very beautiful condition throughout, one low mileage, £795; also a slightly earlier registration 75 saloon in green with heater at £765; and a 1949 model Rover 75 sports saloon. [C1027]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

ROVER 60 & 75 Cars Wanted

PRIVATELY OWNED Rover P4—5, Ears Court, Kingston Hill, Surrey. Tulse Hill 2765. [C2037]

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [C1040]

£310—1949 model, low mileage, first class mechanically and in appearance, new canopy—Major Barber, 10, Sussex Mews East, London, W.2. Tel. 8639. [C1114]

Land-Rover Cars Wanted

ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Tel. 6041. [C1018/R]

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [C1029]

ROVER MISCELLANEOUS

HENLYS, Ltd., ENGLAND'S LARGEST Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287), 10, House, 385 Euston Rd., N.W.1. (Euston 4444). [C1029]

KPOTS at:—

MANCHESTER (Blackfriars 7843)

RISTOL (Bristol 21326)

BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081)

GREAT West Road (Ealing 5477)

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents

£185—1954 Rover 10hp 4-door saloon in true Rover condition; £75.—Below.

£295—1954 Rover 14 4-door sports saloon, extensive overhaul recently; £100 down.—Bray Motors, 190-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

BEAUTIES of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346. [C1060/R]

Rover Miscellaneous Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [C1071/R]

ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Tel. 6041. [C1018/R]

COOOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C042/R]

RALLY good second-hand Rover required.—Cobb, 50, Harley House, N.W.1. [C1086]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [C1018/R]

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [C1020]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [C1773]

LOW mileage post-war Rover wanted.—Bloxham, Whiteley, Chalfont St. Peter, Bucks. Pinner 494. [C1018]

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [C1016]

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object; details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C1020]

BOVER Spares and Services

LIGHT PARK MOTORS, Ltd., Datchet, Slough, service—Tel. Datchet 54. [C1047/R]

LEATHWOOD'S GARAGES, Ltd., 203 St. James's Rd., Croydon, Tbo. 1222. Main Rover dealers for Croydon. [C1029/R]

BARKING.—For full stocks of spares and genuine service for Rover owners come to Alton's Garage, Ltd., 105-7 Longbridge Rd., Barking. Tel. Rippewell 1285. [C1018/R]

DANIEL ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire, very large spares stock available—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [C1055/R]

SIMCA

BARTLETT—Simca 1951 special sports Farina coupe, 90 mph, 35mpg, as new; £1,250.-27a, Pembrey Villas, W.11. [C1015]

1948 Simca 8 de luxe saloon, genuinely immaculate condition, recent overhaul, black with beige interior; £495.—Cole, 24, Buckingham St., W.C.2. Tel. Falakar 1337. [C1054]

SINGER

1947 Singer 9 roadster, reconditioned engine, H.M.V. radio, excellent condition.—Fraser, Horngate, Ulverscroft, Leicestershire. [C1077]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

B. J. HUNTER, Ltd., offer:—

SINGER S.M. shop soiled saloon, works mileage, unregistered: £995.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

1951 (Oct.) Singer 1500 saloon, black, heater, one owner, immaculate condition: £995.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

KAR SALES OF SOUTH HARROW offer:—

1947 Singer 10 saloon, nice condition: £345. 50/55, Northolt Rd., South Harrow. [C2056]

SINGER SM. 1500, 1950 model, one owner only, regularly serviced by Singer agents.—Tel. Erith 2255. [C3002]

1951 1/2-litre Mark II speed saloon, taxed, £85; Standard sports saloon as above, £65; third identical for spares, £35 or £15 lot.—Box 7210. [C2965]

1951 (Nov.) Singer 9 roadster, green, traffickers, leather upholstery, 6000 miles, as new: £550. —Hepworth, The Shieling, Sandisford Rd., Maidenhead. [C2620]

1938 Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres: £175. 91, Garratt Lane, Wandsworth, S.W.13. Battersons 5770. [C4052]

1951 Singer 4AB roadster, black, red leather upholstery, sliding glass windows, traffickers, fitted mats.—Apply Holderness, 40, Montebello Rd., New Eltham, S.E.9. [C2963]

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities. Parkers, Ltd., Distributors, Bradshawgate, Bolton, 4080. Deansgate, Manchester. Deansgate 4507. [C399/R]

545 gns.—Singer 9. 1951 4AB Sports Roadster, grey red leather, I.F.S., glass sidescreens, one very careful owner, genuine 7300 miles, good tyres, practically new; taxed; terms, exchanges.—Rowland Smith. [C1044]

395 gns.—Singer 10, 1948 saloon, maroon, sliding head, radio, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith. [C1044]

245 gns.—Singer 9, late 1950 Sports Roadster, black, red leather, very good condition; taxed, terms, exchanges.—Rowland Smith. [C1044]

125 gns.—Singer 9, 1954 sports coupe, black, red leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith. [C1044]

1951 sliding head, radio, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith. [C1044]

245 gns.—Singer 9, 1950 Singer SM 1500 saloon, in faultless condition; also a very low mileage 1951 (late registration) model.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1951 (March) Singer 9 roadster, black, red upholstery, tonneau cover, a really immaculate one-owner car thoroughly documented, written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 3400. [C2001]

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. [C4018/R]

B. J. HUNTER, Ltd. (the Singer dealers) URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [C1018]

WHY accept less for your Singer 1500 when you get its full market value from Ferraris of Cricklewood, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

Singer Spares and Service

RECONDITIONED units and spares—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 430912. [C2024]

AUTOMENDERS, Ltd., are specialists in Singer Service and overhauls.—Automenders Ltd., Lowther Garage, Ferry Rd., Barnes B.13. Riverside 6494. [C754/R]

GORDON CARS (LONDON), Ltd., the London Singer Distributors, for spares, repairs and service.—88 Albany's Lane, Golders Green, N.W.11. Speedwell 4701-2. [C1065/R]

SPORTS CARS

A CRES offer:—

1950 Cooper Mark IV, recently completely reconditioned and in racing trim, complete with trailer and many spares, trial and demonstration by appointment.—At 2500 seconds, £1000. [C1002]

A CRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

VINTAGE AUTOS

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car. We have "em"! But if you require a more up-to-date vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast, from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly phone, write or wire for the car you require, immediate buy, terms and insurance on any car. We are open till 9 p.m. for inspection 7 days per week.

VINTAGE AUTOS 66 London Rd., Tooting, Tel. Mitcham 3951. [C4059]

SPORTS CARS

MERCURY offer:—

£345—Riley Imp, in superb condition, 16in wheels, twin spares, 4-bracket exhaust Aero screen, an excellent example: £195.

£295—1955 Aston Martin Le Mans 2-4-seater, black, new hood, zip tonneau, £160 engine overhaul in February, very fast.

£255—1957 M.G. T.A., pale blue, excellent runner, small car, taxed year.

£185—1955 M.G. J2 2-seater, green, an excellent example.

£175—1955 M.G. J2 2-seater, Lockheed brakes, new hood.

£145—1954 M.G. J1 coupe, 2-4-seater, nice runner.

£145—1955 B.S.A. Scout 2-seater, clean car, nice runner.

£45—1924 Mathis 9hp 4-seater tourer, stored 19 years, excellent condition, original log book.

TERMS and arrangements on application with pleasure. 10 hours to 10 p.m. Sunday to 10 a.m. for inspection.—Mercury Motors, Universe House, 824-6, Harrow Rd., Wembley 6058-9. [C5015]

CHARACTER CARS

SPORTS AND VINTAGE CAR SPECIALISTS

SEE under Alvis, Aston Martin, and Riley.

PLEASE telephone for details of current stock.

WELLESLEY Court Rd. (George St.), E. Croydon Croydon 2555, 124-126, Havdons Rd. S.W.19. [C1044]

PERFORMANCE CARS

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ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WEST END Show Hall, 107, New Cavendish St., W.1. Museum 8221.

PICK YOUR choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars mainly marked with year and price.

WILFREY'S, 2nd Avenue, 1955, 1956, 1957, 1958, 1959. B.M.W. M.A.A. 1955, 1956, 1957, 1958, 1959. A.L.LARD 2-Door Aerodynamic 2-seater, £695. Alvis Speed 20 V.D.P. tourer, 1954, £265.

L.F.A.-ROMEO 2.5 litre Castagna coupe, 1954, £345. Aston Martin 2.5 litre Mark II tourer, 1955, £345. BENTLEY 3.5 litre 2-door, 1954, £160. BENTLEY 3.5 litre short chassis 2-seater, 1952, £345.

BENTLEY 3.5 litre sports saloon, 1926, £175. Bentley Blue Label tourer, 1924, £145.

BENTLEY 4.5 litre T. & M. sedanca de ville, 1951, £145. B.S.A. Scout 10hp 2-seater, 1959, £195. Delage D.8 2-seater tourer, 1951, £125.

L.F.A.-ROMEO 2.5 litre Castagna coupe, 1954, £345. Connaught 2-Door competition 2-seater, 1949, £195.

FRAZER NASH-B.M.W. 1954 cabriolet, 1957, £225. FORD V.8 Model A coupe, 1937, £195.

JAGUAR 2.5 litre sports saloon, 1956, £175.

AGONDA 4.5 litre V.D.P. tourer, 1954, £265. Lazonda 4.5 litre sports saloon, 1954, £195.

AGONDA Rapier 10hp d.b. foursome, 1955, £225.

MERCEDES BENZ 500K Type B cabriolet, 1956, £495.

Mercedes-Benz 290 V cabriolet, 1957, £495.

MERCEDES BENZ 500K Type B cabriolet, 1957, £4

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

M G. Midget 1938 1.2-ltr. 2-seater, in outstanding mech. condition, bodywork and interior far above average for the age, good proposition for the young enthusiast; 9000 miles—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [C1041]

1930 Alvis Silver Eagle 1936 1.5-ltr. 2-seater, splendid condition, 5,000 miles since rebuild and overhauled by makers; new hood, a splendidly preserved example of the fine vintage machine; £150—Maidenhead Free State, Dunham Rd., Bordon, Cheshire [C1027]

1952 Ford Special, very attractive, professionally built 2-seater sports body, new tyres, oversize rears, supercharged engine, giving excellent performance, also unsupercharged attachments giving great economy; £250—Lowe, 172, Coombe Lane, Kingston, Surrey. Maidenhead 5086.

£245 Talbot 105 speed model 1937 open 4-seater, full mechanical equipment, bodywork and interior in excellent condition, £245—Leigh, 19, Buntingford Rd., Green, chrome fittings, otherwise original, one owner since 1945, small total mileage; probably the finest example in existence—Fleet, 21a, Lake St., Leighton Buzzard 2172.

JOHNSON & BROWN offer: Riley 12.4 Lynx tourer, £245; Rover Speed 14 1936 saloon, £195; Bugatti type 45A 1.5-ltr. 2-seater roadster, £295; Bugatti type 50 1936 saloon, £350; Ecurie Ecosse 1.5-ltr. 2-seater, £295; drop head coupe, £295; Frazer Nash-B.M.W. type 328 2-seater, 1946 reg., £220; Frazer Nash-B.M.W. 319 2-litre drop head, £145—Ringlers Rd., Bromley, Kent. 20 minutes Victoria, Ranshawbury 6479 and 2322. [C5049]

Sports Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for sports cars—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

£400 cash for 8-litre Bentley short chassis drop head coupe—Box 6947. [C292]

PERFORMANCE CARS urgently require sports cars—Great West Rd., Brentford, Middlesex. Ealing 6641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

Sports Cars Spares and Services AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers—Automenders, Ltd., Lower Garage, Ferry Rd., Barntem, S.W.18. Riverside 6466. [C755/R]

STANDARD 8

GATEHOUSE offer:—
1948 Standard 8 choice of two, black; from £315.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mod. 4444. [C2021]

COACHCRAFT offer:—
£325—(August) 1947 Standard 8 de luxe saloon, 20 odd thousand miles only, superbly maintained and practically as new in every way; 3 months' written guarantee, terms and exchanges—Coachcraft Elm Rd., Evesham. Tel. 6559. [C1053]

KAR SALES OF EOHAM offer:—
1947 Standard 8 drop head coupes; choice of two from £370.—High St., Egham 3151/2. [C2056A]

£395—Standard 8 1948 sal., original condition, 20 odd miles, very well kept—H. H. H. Ltd., BEMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-6. (50yds Holland Park Tube.) Exchanges, h.p. [C1017]

1946 Standard 8 drop head, black, one owner, completely overhauled; £290—Picke, St. Albans 1451. [C2064]

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon black/blue upholstery; £240—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

£215—Standard 8 saloon, 1939 model, first registered 1942, dark blue, well maintained; near offer considered—Harrow 3030.

1947 2-door de luxe saloon, black, excellent tyres, sliding roof, windscreen, demister, exceptional mechanical condition, one owner until 1953. £325. [C1044]

CHARACTER CARS, Croydon 2555. [C1044]

Standard 8 Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard 8—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Standard 8 Cars Wanted 1938—1939 Standard 8 wanted privately, must be really immaculate condition—Write, giving particulars, all replies answered. Day, 16, Salters Hill, S.E.19. [S100]

STANDARD 10

KAR SALES OF EOHAM offer:—
1935 Standard 10 saloon, exceptional condition; £165.—High St., Egham 3131/2. [C2056A]

STANDARD 12

1938 Standard 12 sun saloon, excellent condition throughout; £210. G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Merton 6109. [C4053]

1939 Standard 12, Ecko radio; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.)

STANDARD Avon tourer, 12hp, 1933, 50,000 miles, remarkable condition—57, Park St. Lane, St. Albans, Herts. Park Street 2204.

1948 Standard 12 drop head coupe, black with green uphol. stery, phenomenal condition; £450.—Comerford (c/o Davies Turner), Army and Navy Building, Greycourt Place, London, S.W.1. Tel. Tate Gallery 2818 (between 10 a.m. and 5.30). [C1015]

175 ans.—Standard Flying 12, 1937 model de luxe saloon, black, sliding head, green leather, very good condition, terms, £150; open 6-7 p.m. Sat. and Saturday—Howland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 12

£230—1938 (Nov.) Standard Flying 12 de luxe saloon, grey, very clean condition; £90 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1938 Standard 12.4 de luxe saloon, excellent condition, choice of two; £195—G. P. (Balham), Ld., 20, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024]

1939 Standard 12 saloon, black, brown leather upholstery, a very clean car; £225, part exchange terms arranged—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 5556. [C2048]

STANDARD 14

SCOTT CARS offer:—
1948 Standard 14 drop head, perfect condition throughout; £455. [C4016]

1948 Standard 14 drop head, £285, part exchange terms arranged—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 5556. [C2048]

1948 Standard 14, grey blue leather, reconditioned engine fitted, 38,000 miles only; £425. [C4016]

DOUGLASS CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-6676. [C1075]

1948 Standard 14hp 4-door saloon, black and brown, interior, real leather, carefully used, excellent condition; £425—Kings Motors, 1, High St., Hounslow, Elm. Tel. 5552. [C2049]

1939 Standard 14 black saloon, very nice car, carpet, leather upholstery, as new; £245; h.p. 845. [C1015]

£295—1939 Standard 14 touring saloon, very well maintained, recently reconditioned; terms, exchanges—O. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031]

STANDARD VANGUARD

RAYMOND WAY.
RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

1950 Standard Vanguard saloon, radio, heater, one owner, 29,000 miles, carefully driven and maintained, choice of 7 drivers; 510 guineas.

HIRE PURCHASE terms on application with no references, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

B. J. HUNTER, Ltd., offer:—

1950 Vanguard saloon, fitted radio, heater, leather upholstery, £525. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TOM GARNER, Ltd., offer:—

1952 Standard Vanguard saloon, Comet blue with red upholstery, 2,000 miles only; £795.

1952 Standard Vanguard estate car, Comet blue with red leather, heater, radio, 10,000 miles only; £950.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2 Blackfriars 6265-6. [C2020]

H. A. SAUNDERS, Ltd., offer:—

1952 Standard Vanguard saloon, black with fawn leather upholstery, heater, recorded mileage 13,500; £715. [C2027]

836—842, High Rd., N.J.2. Hillside 0024. [C2027]

NAYLOR & ROOT,—1951 Standard Vanguard, black, red leather, low mileage, fastidiously maintained; £635.

1953 Standard Vanguard Mk. I, grey/red leather, standard, 1,000 miles only, in delight to hold; £795, written guarantee—25, East Hill, Clapham Junction, S.W.18. Batt. 2252. [C3022]

1953 two weeks old Standard Vanguard saloon—Weybridge 600. [C4083]

£625—Vanguard saloon, 1951, carefully used and fastidiously maintained by one private owner, leather interior, nominal mileage; £625.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open 11-8 p.m. Write for catalogue. [C1035]

1952 Standard Vanguard, carefully used; £690—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1953 Standard Vanguard saloon, 200 miles only; £625. Green & Sons, Ltd., 266/252 Deansgate, Manchester, 3. Tel. Deangate 5325/6. [C2028]

1950 Standard Vanguard Estate car, 24,000 miles, one owner, fitted radio, heater; £625—Anthony Crook Motors, Ltd., Caterham 232. [C1063]

1951 Vanguard, under 10,000 miles, blue leather, trade and part exchange enquiries invited—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tel. 4466. [C2016]

1952 (May) Vanguard saloon, heater and radio, black, one owner, 3,000 miles only; £765—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1949 (October) Standard Vanguard, grey, leather, new battery, 30,000 miles, one owner, unused since October, excellent condition, taxed; £460—Kearns, Raylands, Waterfoot, Lancs. [C2020]

£585!!—1950 (October) Standard Vanguard maroon, radio and heater, one owner—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

1951 Standard Vanguard, black, radio and heater, 20,000 miles; £595—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4571. Showroom: Molesey 6199. [C5037]

STANDARD VANGUARD

VANGUARD, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £595—Bartlett, 27a, Peckham Villas, W.11. [C1013]

£420—1949 (October) Standard Vanguard saloon, green, red leather, 36,000 miles, appearance and mechanical condition excellent, taxed year—Minney, 145, Kingsley Rd., Northampton. [C2027]

1950 model Standard Vanguard saloon, black radio, heater, 35,000 miles, one owner, as new; £535—S. C. Butfield, "Westwinds," Avington, nr. Lydney, Glos. Tel. Whitecroft 508, or after 7 p.m. Netherdown 227. [C2004]

JACK ROSE, Ltd., offer: 1955 Phase II Vanguard saloon with extras, one week old, 200 miles only, in black, accept £910, also 1953 Phase I, in grey, with extras, 200 miles, accept £790, or exchange—Stafford Rd., Wallington, Surrey. Wallington 6877-8. [C1036]

1950 (June) Standard Vanguard, maroon, fawn interior, leather, radio, heater, 200 miles, one owner, believed quite the best example available; £555, many other exchanges, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4055]

595 gns.—Standard Vanguard, 1951 saloon, black, grey, fawn upholstery, push-button radio, heater, nylon plaid loose covers, one owner, excellent condition; terms, exchange list; one off, £775 week-days and £850 week-end—Hampstead, 6041. [C1018]

1951 Vanguard, one owner, leather, heater, miles, 16,000, excellent, immaculate coachwork, spotless interior, faultlessly maintained, sparkling performance, throughout, irreproachable, exceptional value; £585—Standard, 6041. [C1019]

£675 cash waiting for best Standard Vanguard or similar car offered—54, Streatham Hill. [W2016]

C. P. FORD, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard. [W3043]

WANTED—Vanguard saloons, in good condition—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.3. Hampstead 0087-9. [C1051]

STANDARD MISCELLANEOUS

SALES, service, spares. **S**TEPHENSON & CO., LTD., Croydon.

STANDARD & TRIUMPH SALES Ltd.—Service and stockists to Britain of spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (01) 9114. [C1054]

REDFORD & EDWARDS urgently require good Standard for immediate cash; distance no object; details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C1020]

WHY accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (01) 9114. [C1054]

KJ MOTORS, Ltd., for spares, reconditioned units Girling agents—Bromley, Kent. Ray. 3456. [C1066/R]

STANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 2949. [C101/R]

STANDARD and Triumph spares—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C943]

STANDARD spares, all models from 1935: replacement units; complete overhauls, recellulosing—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [C941]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITES GARAGE, Ltd.—Standard and Triumph Distributors, Grimsby. Tel. 5486. [C947/R]

STANDARD spares for all models; largest provincial stockists—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [C059/R]

LANKESTER ENO, Ltd., (distributors in Surrey since 1919)—Full range of spares; phone write or call; orders despatched immediately—39-43, East St., Kingston, Kent. 5151-4. [C286/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1952 onwards; engines a speciality.

SPIKINS (TWICKENHAM), Ltd., 63-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham.

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and are continuing to expand their service. From 1952 onwards, guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9.

STUDEBAKER

1950 Studebaker r.h.d. 4-door saloon, low mileage, grey—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4855. [C4028]

1949 Studebaker Champion, first registered April 1953, 2-door saloon, overdrive, fitted with all extras, 29,000 miles, this car is one of the most economical of American cars and does 27mpg.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Autoville Rd., S.W.4. Tel. 4505. [C315R]

SUNBEAM-TALBOT

KAR SALES OF EGHAM offer:—

1947 Sunbeam-Talbot 2-litre saloon, showroom condition; £475.—High St., Egham 5131/2. [C2056A]

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 convertible coupe, heater, black, 13,000 miles; £1,095.

1952 Sunbeam-Talbot 90 saloon, radio and heater, satin bronze, 7,000 miles; £1,075.

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7961. [C4045]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1946 (August) Sunbeam-Talbot 10hp sports saloon, metallic grey, hide upholstery to match, coachwork, interior, mechanical condition and tyres excellent, heater, defroster, pass lights, tax'd; £555.—Broadway, Mill Hill, N.W.7. Tel. MH 2040. [C5012]

KAR SALES OF EGHAM offer:—

1939 Sunbeam-Talbot 10hp drop head coupe, bargain; £355.—High St., Egham 5131/2. [C2056A]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 Sunbeam-Talbot saloon, 11,000 miles; £1,000.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

1952 series Sunbeam-Talbot 90 saloon, grey; £995.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

1951 Sunbeam-Talbot 90 saloon, one owner, genuine low mileage, faultless; £875.

R. IPO, Ltd. (Sunbeam purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2352 4. [C5052]

1951 (October) Sunbeam-Talbot 90 drop head coupe, one owner, 10,000 miles; £795.

R. C. WIMBUSH, Ltd., 512, Euston Court Rd., London, S.W.5. Fremantle 8401. [C4056]

CAMDEN MOTORS—Sunbeam-Talbot 90 drop head four-seater coupe, 1952, all usual extras, radio, etc., beautiful condition; one only at this price; £895.

CAMDEN MOTORS—Sunbeam-Talbot 90 saloon, 1951 C series model with improved suspension, metallic grey, built-in heater, wind, mirrors, seat covers, one owner car; £845.

CAMDEN MOTORS—Sunbeam-Talbot 90 drop head four-seater coupe, 1950, immaculately finished in pastel green, condition almost as new inside and out; £695.

CAMDEN MOTORS—Sunbeam-Talbot 3-litre sports saloon, 1952, six cylinders and hammond's looking out with an impressive performance, ideal for fast touring, good engine and tyres; £295.

CAMDEN MOTORS—Sunbeam-Talbot Specialists, C. Leighton Buzzard, Beds. Tel. 2401. Open 8 a.m. to 1 p.m. Write for catalogue.

1951 convertible Mark II 90, absolutely as new, green, red interior, heater; best offer—Conventry 3433 week-day, or 643, Yardley Wood Rd., Birmingham, Sunday. [C4055]

JACK ROSE, Ltd., offer 1950 Sunbeam-Talbot 90 saloon, one owner, very clean inside and out, open to any examination; accept £675.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C5056]

1949 (November) Sunbeam-Talbot 90 convertible coupe, black, fawn leather, housekeeper, excellent condition; £1,025.—12, Theobalds Rd., Finchley, N.W.11. Speedwell 9873.

1949 (November) Sunbeam-Talbot 10 drop head four-seater coupe, very smart with excellent performance; £555; also 1938 Talbot 10 sports saloon, £285; h.p. and exchanges.—Hoy's Automobiles, Ltd., 127, Parkgate, N.W.1. Euston 2700 and 8894. [S116]

R. OYS offer 1939 Sunbeam-Talbot 10 drop head four-

seater coupe, very smart with excellent performance; £555; also 1938 Talbot 10 sports saloon, £285; h.p. and exchanges.—Hoy's Automobiles, Ltd., 127, Parkgate, N.W.1. Euston 2700 and 8894. [C2056]

£333!!!—This must be seen to be believed! '39/40 Sunbeam-Talbot 4-litre saloon with bodywork in genuinely showroom condition, inside leather magnificent and, oh boy! what a smooth, silky, powerful performance; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Sunbeam-Talbot Cars Wanted

C

M THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [C516/R]

R

R COOTES.

D

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIIDSTONE.—(Maidstone 3553).

CANTERBURY.—(Canterbury 3221).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

R COOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C111/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham, 6041. [W4016/R]

GUY SALMON AUTOMOBILES

PURCHASE Sunbeam-Talbot—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. [W4001]

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [W5057/R]

RICHARDS & CARR buy Sunbeam-Talbots.—35, Kinerton St., Wilton Place, London, S.W.1. Sloane 5434. [W3045]

£800 £850 cash waiting for best Sunbeam-Talbot or £800 similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [W4016]

BIRMINHAM and Midlands.—Low-mileage Sunbeam-Talbot required by George Heath, Ltd., 180-184, Newhall St., Birmingham, 2. [W4016]

1949 (March) Renown, Jade green with fawn leather upholstery, many extras, including radio, heater, Rimbushers, etc., 6,000 miles; £1,050.

14 (April) Berkeley St., London, W.1. Regent 2075. [C2008]

WARWICK WRIGHT, Ltd., offer:—

1952 Triumph Mayflower saloon, heater, blue, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1940 Triumph Dolomite drop head coupe, colour black, recently resprayed; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2, offer:—

1949 (March) Triumph Roadster 2000 model, finished metal-venting, 15,000, carpets unmarked, late property of a very fastidious owner and literally as new throughout; £675.

1949 (March) Triumph Roadster 2000 model, metallic green, red leather, heater, very good order; £595.

1947 (March) Triumph Roadster 1900 model, blue, blue leather, excellent order; £495. [C1010]

1953 (April) Triumph Mayflower, 100 miles, list price—Weybridge 600. [C4025]

TRIUMPH Roadster 2000, 1949, bronze, heater, 20,000 miles, new hood, beautiful condition; £585.—For 6594. [C515/]

1939 Dolomite 14hp, fitted Gloria d.h. re-registered 1952, taxed, best over £100.—52, Annes Way, Caterham, Surrey. [C5007]

1947 Triumph Renown, black, 50,000 miles only, one owner; £555.—Mann, 48, Forty Ave., Wembley. Arnold 4664. [C3017]

1952 Triumph Mayflower, fitted heater, 9,000 miles only; £625.—H. G. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040]

ROADSTER Triumph 2000, 1949, bronze, heater, 20,000 miles throughout; £595, or exchange saloon.—45, Shire Park, N.W.4. Hendon 6548. [C5039A]

1949 Triumph 2000 Roadster, 1949, bronze, heater, very low mileage throughout in every way; £675.—Taylor & Craven, 46, Kensington Court, W.8. Western 6015. [C4056]

1950 (March) Renown, one owner, overdrive, heater, radio, covers, spares and tools unused, two spot lamps, Ace Rimbushers, 15,000 miles; £750.

MATHEW BROTHERS, Sandy Lane North, Wallington, Surrey. Wallington 4050, 8820. [C5035]

£298—Triumph Dolomite sports sal., superb mechanical bodywork excellent, tyres as new, a 1958 in 1948 condition, many others.

ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50/50 Holland Park Tube.) Exchanges, h.p. b.p. [C1017]

1951 (July) Triumph Mayflower, black/red, heater, 20,000 miles, one owner, as brand new; £555.—Bruce France, 8A, Cromwell Mews, South Kensington, Fia. 0515. [C2014]

1948 Triumph 1800 Roadster, in blue, radio, excellent condition throughout; £495.—Peterham Garage, Peterham, Petersham Mews, Queens Gate Place, S.W.7. Western 4107. [C5154]

1952 Mayflower saloon, dark green/beige leather heater, 6,000 miles, indistinguishable from new; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [C5045]

1951 (July) Triumph Renown, colour jade green, mileage only 18,000, as new, taxed; £675; exchange smaller car considered.—Major Barnes, 75, Cranmore Lane, Aldershot. [C5061]

1951 (July) Triumph Mayflower saloon, blue with blue leather upholstery, 14,000 miles; £695.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [C5141]

PRODE & CLARKE, Ltd.—1951 Triumph Mayflower saloons, maroon/beige or black/beige leather, low mileage, radio, heater, £549; three months' guarantee; terms, exchanges. Brixton 237, Brixton Hill, S.W.2. Tel. 5664-5. [C3066]

ROYS offer 1952 Triumph 16 Roadster, specially tuned, immaculate in every respect, fitted many extras and just passed A.A. examination, £550; also 1956 Triumph 10 Gloria sports saloon, fast, smart, £6165; h.p. and exchanges.—Hoy's Automobiles, 6, 127, Friernway, N.W.1. Euston 2700 and 8894. [C5056]

WALTER BOOFE, Ltd.—1951 (Sept.) Triumph Renown, grey, grey leather, heater, speedometer.

11,000 miles, meticulously maintained by one owner, quite indistinguishable from new car costing £1,511.

£625 taxed December 39. Colne Crescent, Hamstead N.W.3. Swiss Cottage Tube; Tel. Pri 5914. [C4040]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1800 Triumph Roadster, sound throughout and works replacement engine fitted, many extras: £500.—Goodwin, Gatley Drive, Maghull, Liverpool. [12696]

Triumph Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212 [10974/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumphs.—Hampstead (Tube), N.W.3. Ham 6041.

GUY SALMON AUTOMOBILES PURCHASE Triumph—Plymouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001]

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Triumph cars 56-59, Dudden Hill Lane, N.W.10. [W4017]

PRIVately owned Renown.—5, Brize Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [10986/R]

THIMPH in good condition for cash.—Tel. Valentine 2098 or 4674.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [10182/R]

PERFORMANCE CARS urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 8841; 107, New Cavendish St., Great Portland St., W.1. Museum 8221.

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

A PRIVATE buyer requires a 1947 or '48 Triumph Roadster, any condition considered.—Tel. Leamington Spa 2695.

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.3. Maida Vale 9114 [10397/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733.

CARS, parts, reconditioned, guaranteed gear boxes (including Girling shock absorbers, repairs, £10.—Winchester News, N.W.3. Prim. 6159. [10914]

SANDARD & Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd. 14-78, Broadway, Bexleyheath. Tel. 1666-7. [0499]

THIMPH spares for all post-war models, largest provincial stockists.—Hollingdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5522).

UTILITY CARS

CYRIL SHEPPARD offers:—

1952 Armstrong pick-up with 6 seats in cab, miles 3,000, as new: £750.—Sheppards Reading. [2503]

JACK STONE & SON offer:—

1948 Ford 10 5-seater coachbuilt body, 1947 Ford 8 5-seater metal body, 1948 Ford 10 5-seater coachbuilt metal body, 1949 Ford 10 5-seater coachbuilt body: 1950 Ford V.8 50 7-seater coachbuilt body; 1953 Ford 8 5-seater metal body; wooden utility bodies built to your own specification, £155; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery, write for up-to-date list, Tel. Upper Richmond Rd., Putney 1054-5, 2276-7. [FC0421]

ROWLAND SMITH'S for utility cars.

525 qms.—Alvis 14, November 1947 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, exceptional condition; terms, £250.—Rowland Smith, below.

425 qms.—Jowett Bradford, November 1951 utility de luxe, chrome tan, chromium plated fittings, sliding side windows, one careful owner, 15,000 miles, good tyres, exceptional condition, cost £725.—terms, £125.—Rowland Smith, below.

325 qms.—Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

165 qms. (Jeep (Ford)), registered August 1948 coachbuilt utility, maroon, bench seat, drop tailboard, spare wheel, very good condition, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [Hampstead 6041. [C4018]

1952 Bradford de luxe utility, 4 seats, 3,000 miles only, as new.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kinn. 2241. [C4053]

1948 Hillman Estate car, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1949 Jowett Bradford de luxe utility, 4 seats, excellent order, £350.—Odeon Motors, Ltd., Bargate 4100. [C3028]

FIRST registered 1946 Humber 4-door Utility, excellent condition: £255.

UNREGISTERED Jeep, fitted most attractive new utility body, excellent condition throughout: £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

events have now started.

UTILITY CARS

FORD Mercury, reg. 1947, 8-seater brake, column gear change, right-hand drive: £220, or exchange Land-Rover.—Battersea 7557. [3044]

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [1021/R]

1949 Bradford utility, a very sound vehicle: £295.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1953 Rolls-Royce 25hp. fitted estate shooting brake, leather, aviator, finished offers in mind: £1,050.—Frank Dale, 27, Hereford Sq., S.W.7. Tel. 5789. [C1067]

ROYS offer 2 good cheap coach-built utilities: 1939 Austin 10, £185; 1937 Ford 8, £115; h.p. and exchanges—Roy's Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8994. [C3059]

HUMBER utility shooting brake Super Snipe, first reg. 1949, 10,000 miles, and very nice condition: £525, or £1,000.—Wards of Molympia, Welshot (Welshot Station), Tel. 2027. [C2038]

1949 Jowett Bradford utility, grey, very clean, any inspection invited, 5 months' guarantee: £275.—Tirex Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4033]

Utility Cars Wanted **R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

WHY accept less for your utility or estate car when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]

VAUXHALL 10

KAR SALES OF EGHAM offer:—

1939 Vauxhall 10 saloon, exceptional condition: £345. High St., Egham 3131-2. [C2056A]

VAUXHALL 10, grey, red leather, reconditioned engine, perfect: £395. [C3004]

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005]

195 gns.—Vauxhall 10, 1938 saloon, black, red leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [Hampstead 6041. [C4018]

Vauxhall 10 Cars Wanted **R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall 10.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

VAUXHALL 12 **1939** Vauxhall 12: £295.—St. Albans 2050. [C2012]

VAUXHALL 14 **A**LLAN TAYLOR MOTORS, Ltd., offer:—

1938 Vauxhall 14hp saloon: £225. [C2012]

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [C1446]

1947 Vauxhall 14 saloon, J type, blue, brown leather upholstery, radio: £450. [C3004]

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 805. [C3005]

1939 Vauxhall 14, J type, overhauled: £285.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

£485!!—1947 (August) Vauxhall 14 saloon, black, black leather, brown leather, an exceptional one owner car.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

ROYS offer 1938 Vauxhall 14 saloon, excellent value and condition: £235; h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8994. [C3059]

1947 Vauxhall 14 J type saloon, black/brown leather, radio, immaculate: £495.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

£165!!—1937 Vauxhall 14 touring saloon, not a perfect specimen but quite a sound and economical runner, well shod and ready for immediate use; also a 1939 J type and two post-war J type saloons. [C1016]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1947 Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Tel. 4014. [C2038]

325 gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

165 qms. (Jeep (Ford)), registered August 1948 coachbuilt utility, maroon, bench seat, drop tailboard, spare wheel, very good condition, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [Hampstead 6041. [C4018]

1952 Bradford de luxe utility, 4 seats, 3,000 miles only, as new.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kinn. 2241. [C4053]

1948 Hillman Estate car, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1949 Jowett Bradford de luxe utility, 4 seats, excellent order, £350.—Odeon Motors, Ltd., Bargate 4100. [C3028]

VAUXHALL WYVERN & VELOX **R**AYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase Specialists.

1949 Vauxhall Wyvern saloon, negligible mileage, no formal written guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. [Kilburn Park Station, Bakerloo line, 150 yards.]

RUDDS recommend:—

1952 series Vauxhall 18hp saloon in black silver with grey/blue upholstery, genuine one owner.

driver, used in local country district offered tax for the year, comprehensively guaranteed at £750; terms, exchanges.—Central Station Approach, Worthing 4435.

evenings Hove 55905. [C1810]

VAUXHALL WYVERN & VELOX

TOM GARNER, Ltd., offer:—

1953 Vauxhall Wyvern saloon, black with brown upholstery, 250 miles only: £945.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:—

1951 Vauxhall Velox saloon (new type body), black with brown upholstery, heater, recorded mileage 19,600, £775.

836—842, High Rd., N.12, Hillside 0024. [C2027]

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Velox saloon, fitted radio, heater, one owner since new: £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

G. LANFIELD LAWRENCE offer:—

1950 Vauxhall Wyvern saloon, black with brown leather, one owner, many extras, exceptional

throughout: £975—407, High Rd., N.12, Finchley 0091. [C2033]

PHILIP RICKARDS, Ltd., offer:—

1953 (April) Vauxhall Wyvern, black, brown, 600 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C2051]

KAR SALES OF EGHAM offer:—

1951 Wyvern, heater, as new; £680—Below.

1949 Vauxhall Velox, radio, heater, bargain: £515—High St., Egham 3131-2. [C2056A]

WARWICK WRIGHT, Ltd., offer:—

1951 Vauxhall Wyvern saloon, bluish grey, 3,000 miles, £675. [C2056]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C2045]

1953 (May) Wyvern, 50 miles; £875—Box 724. [C2026]

1951 Vauxhall Velox, finished black, low mileage, choice of two.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [C2057]

1952 latest model Vauxhall Velox saloon, under 10,000 miles, heater, screen wash, £875—Dobsons Tel. Staines 201. [C1074]

1952 Vauxhall Velox 18hp, grey with grey interior, nominal mileage, excellent condition, £825—Robbins, East Putney, Tel. 4581. [C3010]

1950 Wyvern, excellent condition, colour black: £545—Broadway Motor Co., 3-15, Russell Rd., Wimborne, S.W.19. Liberty 2494. [C2122]

1950 Wyvern, metallic blue with brown upholstery, in first-class condition: £585—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberstock 2000.

900 miles—1953 Wyvern saloon, black brown leather: £895—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 558. [C2022]

NAYLOR & ROOT—1951 Vauxhall Velox, metallic chrome grey, red leather, radio, heater, immaculate: £655; written guarantee—25, East Hill, Clapham Junction, S.W.18. Bell 2252. [C2022]

1949 Vauxhall saloon, black with brown interior, one owner, fitted radio and heater, licensed to December, genuine mileage 19,000—Dixons Garage, 184, West Hill, Putney, S.W.15. Putney 0396. [C1073]

1949 model Velox saloon, exceptionally clean, well kept car, heater, moderate mileage, sparkling performance, appearance, condition beyond criticism: £655; terms, exchanges—Home & Overseas Motor, 160, Finchley Rd., N.W.3. Hampstead 0078-9. [C2052]

KENT 1949 (March) Vauxhall Velox saloon, finished black and silver with brown interior, very and fitted radio and heater with quite an immaculate and outstanding radio, thoroughly recommended with written guarantee: £550; terms, exchanges—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6751. [C2059]

VAUXHALL 25

1939 Vauxhall 25 saloon, exceptional condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [C1017/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edward Rd., London, W.2. Paddington 0022-12 lines. Vauxhall main dealers.

* 1950 Vauxhall Wyvern, green, brown upholstery, heater, radio and spotlight fitted, maintained by us since new, one owner.

* 1946 Vauxhall 14 J type, black, brown interior, body condition good, mechanically sound.

* 1946 Vauxhall 14, black, brown upholstery, radio fitted, tyres in good condition.

* The above cars are under the bonus Vauxhall scheme: i.e. bonus H.M.L. rebuilt engine within two years of 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock.

A H.M.L. will purchase for cash all Vauxhall cars, including latest models.

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge. [C2059/R]

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2. [Bla. 9887.]

always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [C2052]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Miscellaneous Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434 [0725/R]

S HAW & KILBURN, Ltd., Vauxhall main dealers.—
WILL purchase modern Vauxhall cars.—
4—6, Berkeley Sq., W.1. Grosvenor 4328 [0018/R]

R OYLAND SMITH'S, The Car Buyers, Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

VAUXHALL in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

REALLY good second-hand Vauxhall required.—Cobb, 50, Harley House, N.W.1. [W1066]

PRIVately owned Vauxhall.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0659/R]

REQUIRED immediately, good Vauxhall up to 14hp.—
G—G. Edwards, Amenny Lane, Harpenden, Herts. Tel. 118. [W2000]

E800 cash waiting for best Vauxhall or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

ARLINGTON MOTOR CO. Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Cross 2760. [0612/R]

7-SEATER private 1937/8 39 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [11006]

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage Ltd., 11a, Earls Court Rd., S.W.5. Fro. 0065. [0479/R]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' cost. Write or call.—
BEDFORD House, 380-388, London Rd., Croydon, B. Tel. Thornton Heath 5276 (14 lines). [0205/R]

BRADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.—
GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BRADWAY MOTOR CO., 3-13, Russell Rd., Wimbleton, S.W.19. Liberty 1344-5-6. Stores: Liberty 6568. Grams: Autospares Wimble London. [0655/R]

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Ray 5459. [0395/R]

VAUXHALL guaranteed service units, delivery ex-stock all models from 1935; gear boxes, diffs, suspension units.—G. E. Neville & Son, Ltd., Mansfield. Tel. 362. [11604]

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R]

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1673.—Buy and sell pre-1914. [0201/R]

VINTAGE CARS

DELAGE 1928 D.M.6 21hp 4-star sports tourer, hood, screens, cover, complete, good condition; £125.—C. J. L. 10, Crawford Gardens, London, N.13. [1953]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises.—Tel. Ripley 2361. [0573/R]

RICHARDS & CARR have choice of 2 good condition Volkswagens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [CS305]

V& F MONACO MOTORS—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—5a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0500/R]

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [W2018]

VOLKSWAGEN required—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. [W3045]

Volkswagen Spares and Service

REPAIRS, parts reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Pinn, 6159. [0500]

MODERN MOTORS, Ltd., at their Davies Street (M. 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer full service with repair and parts facilities. [0655/R]

Willys-Overland Spares and Services

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom, Andover House, North Audley St., W.1. Mayfair 5242. [CS303/R]

WOLSELEY

TOM GARNER, Ltd., offer:—

1952 Wolseley 6.80 saloon, moonstone grey with 6,000 miles only. £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor. Wolseley 4/50 saloon, maroon, 10,000 miles, owner.

1950 6/80 saloon, black, 18,000 miles, in excellent condition, also another in moonstone grey.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Finsbury 8181). [C4046]

AGRES offer:—

1952 Wolseley 4/50 saloon, finished grey with leather upholstery to match, this magnificent vehicle has been beautifully kept and maintained and is indistinguishable from brand new; first £875 secures.

ARES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Mayfair 2212-1. [C1022]

PHENIX MOTOR CO. (SURREY), Ltd. offer:—

1952 (Feb.) Wolseley 6/80 saloon, grey, grey leather upholstery, low mileage, fitted H.M.V. radio and heater, excellent condition, well maintained car in every respect; one private owner. £895.

PHENIX MOTOR COMPANY (SURREY), Limited, Sutton, Surrey. Villiers 1121. [C3044]

£165—1952 Wolseley 18 saloon, clean car; terms—

£165—1952 Wolseley 5, Balham High Rd., Balham 1509. [C1009]

£265—1952 Wolseley 14 saloon; also 1952, ditto, Balham 1509. [C1015]

£195—1952 Wolseley 14 saloon, exceptional condition; £195—1952 model.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1940 Wolseley 14 saloon, tip-top condition; £500.—500, Williamson, 93, South Promenade, St. Anne's-on-Sea, Lancs. [C1050]

1951 Wolseley 4/50, 4,000 miles, metallic green, one owner, car, excellent order; £850. [C1027]

1952 Wolseley 14 sal., in very good condition; £140.—91, Garratt Lane, Wandsworth, S.W.18. Buttersea 5770. [C4062]

CASSIS MOTOR MART.—1952 Wolseley 14/60 saloon, black, 32,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 5208. [C1005]

£360—1952 Wolseley 12/48 4-door de luxe saloon, black, brown hide, recent reconditioned engine, immaculate; £120. [C1005]

£245—1952 Wolseley 14 de luxe saloon, black, brown hide, outstanding condition throughout; £100 down.—Below.

£199—Wolseley Daytona Special sports

sliding hood coupe, staggered radiator, stone guards, outstanding condition; £100 down.—Below.

£199—Wolseley Hornet special sports

sliding hood, blue leather, recent ESD overhaul, excellent condition; terms exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1005]

1937 Wolseley 25 saloon, literally outstanding condition; £295. [British Commercial Motor] Lid. 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027]

11,000 miles (November) 1950. Wolseley 4/50, black, with brown hide upholstery, one owner just as new, terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2051]

1937 Wolseley 14 saloon, original owner, meticulously maintained, extraordinary original condition; £275, terms exchanges.—R. Rose, The Lynch Garage, Opposite side entrance G.O.P. Osborne Lane, 2277. [C1005]

£575—1949 Wolseley 4/50 saloon, one owner, immaculate.—The Grice Elers, 107-9, Old Bond Rd., South Kensington, S.W.7. Kensington 2477. [C1005]

£195—1939 Wolseley 14 saloon, good and sound throughout; £295; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 2894. [C1059]

1937 Wolseley 25 saloon, literally outstanding condition; £295. [British Commercial Motor] Lid. 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027]

11,000 miles (November) 1950. Wolseley 4/50, black, with brown hide upholstery, one owner just as new, terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2051]

1937 Wolseley 14 saloon, original owner, meticulously maintained, extraordinary original condition; £275, terms exchanges.—R. Rose, The Lynch Garage, Opposite side entrance G.O.P. Osborne Lane, 2277. [C1005]

245—Wolseley Super 6. 1950 16hp de luxe saloon, blue, sliding head, blue leather, recent ESD overhaul, excellent condition; terms exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1005]

JACK ROSE, Ltd., Wolseley agents and stockists, offer:—

1952 Wolseley 4/50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £895 new 6/80 models in stock; any car in exchange—

Stafford Rd., Wallington, Surrey. Wallington 6610. [C1005]

PRIDE & CLARKE, Ltd.—1950 Wolseley 6/80 saloon black/brown leather, heater, one owner, £559; 1947 14 saloon, black/brown leather, £459; 1947 18/85 saloon, black/brown leather, one owner, £599; 3 months guarantee; terms exchanges, lists.—Stockwell Rd., S.W.1. Brixton 6251. [C1005]

LIMOUSINES, 1950, 25hp, 4,000 miles only, immaculate. £1185. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1005]

Wolseley 6/50 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Wolseley

Wolseley 4/50 Cars Wanted

ROYLAND SMITH'S, The Car Buyers.—Highest cash prices for Wolseley 4/50—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

WANTED, about 1950 Wolseley 4/50, preferably grey.—Sloman, 51, Ashford Rd., Bexley, Kent. Maidstone 87582. [W2054]

Wolseley 6/50 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Wolseley

Six-Eighty cars.—150, Park Lane, W.1. Gt. Grosvenor 5434 [0722/R]

Wolseley Cars Wanted

RS

ROYLAND SMITH'S, The Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

GUY SALMON AUTOMOBILES

PURCHASE Wolseley—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001]

PIVATELY owned Wolseley—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0659/R]

BLAKES Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [17727]

7-PASSENGER 1939/1948 private Limousines required.

WILLINGHAM—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1009]

HF EDWARDS urgently require good Wolseley for immediate cash; distance no object; details please to—203, Great Portland St., London, W.1. Langham 0012. [W2003]

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [10707/R]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4456. [0456]

EUSTACE WATKINS, Ltd., Chiswick 5911, for Wolseley service, complete overhauls, coachwork and reconditioned engines.

RHARDY & SON, 55, Marylebone High St., W.1. Tel. Welbeck 1101.—Spares, reconditioned units, service and repairs to all for Wolseley 1937-1951 models.

Wolseley 6/50 Cars Wanted

MISCELLANEOUS CARS

RAYMOND WAY, the hire purchase specialists.

HERE are five cast-iron reasons why everybody's going to ILBURN WAY:—

1. 200 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car. 5.

Even a machine is easily marked with price, year and model. Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 1050 yards).

ROBINS, 92, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C5010/R]

LIMOUSINES, mostly 7-seaters. Austin, Buick, Wolseley, Rolls-Royce, from £595. Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [C2022]

WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25, 12 months' hire, insurance included.

WEST LONDON MOTOR MART, Faling Rd., Great West Rd., Brentford, Middx. [C2041]

Wolseley 6/50 Cars Wanted

RS

ROYLAND SMITH'S, The Car Buyers.—Highest cash prices for—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

GATEHOUSE MOTORS

ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Moa 4441. [C2021]

If you wish to sell your car for cash, write, 'phone or call.

EORGE NEWMAN & Co., 369, Easton Rd., London, N.W.1. Tel. 4466. [W2052]

PRIDE & CLARKE, Ltd., the car and motor cycle buyers—immediate cash offer any make, year or model, H.P. accounts settled; exchanges.—Write, 'phone or call. Stockwell Rd., S.W.9. Bri. 6251. [0740/R]

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman M.G., Standard, Triumph, Sunbeam, Vauxhall and Hillman 25, East Hill, Chesham Junction, S.W.1. Battersea 5272. Open 9-6 p.m. week-day, including Saturday.

AMBULANCES

AMBULANCES, new and used, large selection.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Tel. 4426-2.

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE canteens, kitchens, shop etc., vehicles and vans, large and small.—100, Great Western Rd., London, E.1. Tel. 4426-2. [M2022]

MOTOR CYCLES FOR SALE

SA COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for purchase, delivery, exchange, hire, etc. everything for the motor cycle.—14-16, High St., Leyton, E.10. Tel. 5541. [R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

MOTOR HEARSES

HEARSES Supplied at trade prices direct from Builder to Buyer. Catalogues available. **S**TOCK includes new Austin 16hp and A.70, also **S**heerline, Humber and Rolls-Royce. **B**ODIES Built to your special requirements. Address all enquiries. **A**LP & SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens, Richmond, Surrey, 1915. **UN**USED (cars only) Humber Pullman Phase I deck-type hearses body by Barser, £550. **UN**USED Humber Pullman Phase II with deck and **U**ncar body by Wilson & Stockall, Barker, Woodfall Nicholson, Simpson & Slater, Jones Bros., limited number, £1,475. **R**OTES LTD., 129, Deansgate, Manchester, 2. **R** (Tel. Bla. 6677.) [2572]

MOTOR HEARSES

MODERN streamlined hearse, chassis and body excellent £385. D. J. Evans & Sons, Ltd., 180, Merthyr Rd., Cardiff. [2756] **WOODALL NICHOLSON**, Ltd., build the best hearses in the country: second-hands usually in stock: established 1946—Well Lane, Halifax. Tel. 4231. **CONVERTED** Daimler hearse, reputed mileage 32,000, condition and appearance outstanding, four new tyres; accept £140; room wanted.—Seller, 85, Bond St., Hinckley, Leicestershire. Tel. Hinckley 457. [3085] **T**HE superlative hearse coachwork of Arthur Mulliner, Ltd., is available on the new Austin Sheerline l.w.b. chassis, new Humber Pullman chassis and the 16hp Austin chassis; full particulars and photographs gladly supplied on request.—Arthur Mulliner, Ltd., 12, Bridge St., Northampton. Tel. 907. [M5019/R]

MOTOR HEARSES

A & S Stock (Ready Service). Highest quality modern Hearses displayed (Inspection invited). Illustrated brochure despatched. **AUSTIN** Sixteen—latest 4-Bearer. Deck also 3-door 6-Bearer, exclusive design, lavish equipment, reasonable price. **HUMMER** Latest streamline 3-door 6-Bearer, exclusive design, lavish equipment, bargain value. **ROLLS-ROYCE** 1935 Phantom II 6-Bearer 1953 streamline Coachwork magnificent outfit. £10,650. Also 1938 12-14-16. 1935 streamline 5-door 6-Bearer Coachwork, lavish equipped MS Series chassis, 59,000, original private owner, bargain. **PLEASE** Address all enquiries to Showrooms and Offices, 200. **ALP & SAUNDERS**, Funeral Trade Coachbuilders, Providence Court, North Audley Street, Mayfair, 2541. [M1006]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

KAR SALES OF EGHAM offer:—

1949 A40 pick-up, bargain at £325.—High St., Egham, 5131-2. [TC2056A]

LYNE, FRANK & WAGSTAFF, Ltd., offer:—

MORRIS Commercial 10cwt new gown van, finished complete with interior fitting, £650. **1945** Morris 10cwt van, reconditioned throughout, one owner, £190. **L**YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [MC2056]

NEW Thames 5cwt and 10cwt available immediate.

AREHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594/5. [10102/R]

1938 Morris 2-ton box van, in primer, good run, new, good tyres, £95. **G** & R. GARAGE, Ltd., 53 Victoria Rd., Surbiton, E.7. [C2025]

1949 Austin A40 van, blue, one owner, £350.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004/R]

1951 (April) Austin pick-up truck, 13,000 miles only, £575.—Blackbird Hill Garage, Blackbird Hill, N.W.9. Colindale 6134. [2995]

BRADFORD vans for sale serviced by us main agents since 1922—Bunting's Motor Exchange, Bonnersfield Lane Harrow. Tel. 6225/6. [10294/R]

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1951 Morris 10cwt J-type van, low mileage, one private owner, £185.—H. A. Saunders, Ltd., 290-2, Hammerton Rd., W.8. Riverside 6677-8. [C2043]

JOWETT Bradford van, in primer, immediate delivery.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [M1027]

FORD Thomas 5 and 10cwt vans, new, for immediate delivery.—The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basingstoke. Bas. 241. [2483]

1951 Bradford 10cwt van, unpainted, 1,000 miles on y. passenger's seat, taxed December, £160.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004]

1950 Morris 10cwt van, beautiful condition, £295.—1936 Vauxhall 10cwt truck, £65; 1936 Bedford 5cwt van, 5 months' guarantee; terms and exchanges.

JAC HORNSEY, Mountview 5228 and 5774. [C4064]

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AAA 5cwt van, coachwork by Mayfair, nominal mileage, one faultless owner, in showroom condition throughout; £525.—94, Gt. Portland St., W.1. [C4013]

1951 Morris 10cwt J-type van, plain, one owner, 2,900 miles only, £355.—Also 1950 Morris 5cwt van, one owner, tyres as new, £225. 1949 Fordson 5cwt van, £175, exchanges, terms.—Palmer's, 33, York St., Twickenham. Popen Grove 1890/707. [C5054]

GUY ALFREDS & Co., Ltd.—1951 A40 van (heightened) plain finish, suitable gown, 15,000 miles only; 1945 Commer 25/30cwt van, super capacity (14hp), plain finish, fine order; 1951 Morris 10cwt J-type plain, 15,000 miles only.—6-7, Warren St., W.1. Euston 3268. [M1005]

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MANCHESTER—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C. 19. Rus. 2874-5. [10625/R]

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CONSULT.—Warold Perry, Ltd., of North Finchley, London, N.12. Tel. Hillside 4444.

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PRIDE & CLARKE LTD.—Immediate or early delivery of most models; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664. (0735) R

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Bingley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 530-1. (0682) R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (General 6600). Service Workshop and Spare Parts, 1, Bayswater Villas (nr. Westbourne Grove) W.11. (Bayswater 6526-7). (0237/R)

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LANCASHIRE and Cheshire distributors for OpeL—sales, service and spares.—Grosvenor Garage, Burnage Lane, Manchester, 19. (0199) R

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SOLE Concessionaires, Leonard Williams & Co., (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (N1730) R

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TOM KNOWLES sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5583. (0698) R

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PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Paxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot. (0950) R

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C. A. PETO, Ltd., offer immediate delivery of Triumph Mayflower saloon, list price.—42, North Audley St., W.1. May 5051. (N3043)

IMMEDIATE delivery new Triumph Mayflower; terms, exchange, choice of colour.—S. E. Erskine & Sons, Ltd., 24 Commercial Rd., Woking 350. (N2052)

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1131/6; 1132/6; 1133/6; 1134/6; 1135/6; 1136/6; 1137/6; 1138/6; 1139

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CADOGAN Square (close).—Mews garage for 3 cars with s.e. flat over 2 rooms, k. & b., 21 years lease at £10 p.a. for sale.—Apply Dudley Samuel & Harrison, Ltd., 11, Bruton St., Berkeley Sq., W.1. Mayfair 7111. [2992]

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BUSINESS AND PROPERTY

PETROL filling station for sale, main road in Kent; modern premises with garage, office, ladies and gents cloakroom, new pumps, 20 ft. frontage, P.A. allowance £172 yr., rates £20 yr.; attractive house, 4 double, 1 single bedrooms, 2 rec. rooms, breakfast room, bath, kitchen, conservatory; catering licence held; good management, well maintained; principals only; £14,500 freehold, s.a.v.—Box 695. [1244]

GARAGE and motor sales business in principal Hampshire city; old-established business in main road, petro. pump; all tools and equipment, showroom, 20-yr. lease at very low rental, turnover about £2,000 per week; limited company, a very profitable business which would be easily continued; principals offered at the low figure of £15,500 as a going concern; part could be arranged on mortgage.—Write in confidence to Box 7102. [2676]

MODERN Garage and Motor Engineers Business in important urban position on main A5; about 4,000 sq. ft. of workshop, showroom, office and workshop; forecourt with electric pumps; parking space; modern central heating, etc.; excellent business in car sales, repairs, petro. and accessories; audited figures available; freehold, equipment and goodwill, £17,500.—Apply, Robinson, Ltd., Chartered Surveyors, 15a, St. Paul's Square, Bedford. Tel. 4141-2. [2992]

GARAGE and service station in key position Liverpool, with superb main frontage, modern pumps, full Tecalemit service, hydraulic lift, 6,000 ft. workshop space, heated, rewired and decorated; offices and stores; several valuable stocking dealerships could be included in the sale as a going concern; the property is well located and the business has a good future; expansion under personal direction offers over £17,000 (s.a.v.) which would be considered from principals only.—Write F. E. Vaughan, Wavertree Garage, Ltd., 68, Renishaw St., Liverpool, 1. [2990]

WANTED, country garage to buy or lease. West Country preferred, or A or B class road.—Box 7175. [12905]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 unless he or she or the employer is exempted from the provisions of The Notification of Vacancies Order 1952.

COMPETENT man required to take sole charge repairs dept; country garage, Herts; write experience, salary.—Box 6955. [12445]

GARAGE manager, old established business, N.W. London, excellent prospects; full details and salary required.—Box 7162. [12921]

SKILLED motor fitter required for small personally conducted business. Apply by letter to Woodman, Dagenham Rd., E.16. [14059]

SALESMAN for new and used cars required by West of England distributors, experienced man only; permanence with superannuation, etc.—Box 7159. [2911]

STOREKEEPER required, large garage London, W.2, knowledge of sources of supply, general control and buying essential.—Full particulars to Box 7254. [11016]

EXPERIENCED motor car salesman required for West End showrooms and branches.—Write giving full particulars to Dagenham Motors, Ltd., 8, Balderton St., W.1. [12915]

SKILLED Ford mechanics required for new modern service station; excellent opportunities and prospects.—Apply W. J. Brown, Ltd., 359, Finchley Rd., N.W.5. Tel. Ham 4414. [15104]

REALLY first-class foreman wanted for expanding car and motor engineers, South Devon; excellent post for capable, experienced man who believes in first-class service.—Box 7160. [12912]

ADDITIONAL sales representatives required for new and used cars and commercial vehicle dept; sal. plus commission.—Apply G. Greford Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [12913]

ELECTRICIAN, automobile and radio, required by Ford main dealers in N.W. London; excellent prospects and wages.—Apply W. J. Brown, Ltd., 359, Finchley Rd., N.W.5. Tel. Ham 4414. [15107]

CAR buyer required, must be experienced, highest references essential; excellent salary and prospects.—Apply G. Greford Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [12914]

HALLS (PINCHLEY) Ltd., require sales representatives, must have both new and used car experience.—Write or 'phone, Halls (Pinchley) Ltd., Odeon Parade, North Pinchley, London, N.12. Tel. Hillside 1044. [5140]

SITUATIONS VACANT

CAR salesman, buyer, previous experience essential, must have knowledge of current market, good opportunity, write first in confidence giving details of age, experience and expected salary.—Friary Motors, Ltd., Straight Rd., Old Windsor. [15124]

GENERAL Manager required for well established garage South Coast; third share in business, no capital required, only the right man (present staff 30); capital of £10,000; no capital, no guarantee in strict confidence.—Box 7255. [12921]

LONDON established London agents with coachwork and repairing department require salesman to take charge of light commercial side in conjunction with private sales department; salary and commission to be arranged; resident S.W. area preferred, write experience and connection.—Box 7055. [2629]

MOTOR fitter urgently wanted, Ford experience workshop in the country; good carter's facilities.—Apply Works Manager, W. J. Reynolds (Motors) Ltd., Main Ford and Foden Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). [13005]

ASALESMAN is required by a well-known firm of established motor traders in Leicestershire; a must have previous experience in the trade; a good knowledge of values; excellent references would be required and good remuneration would be given to the right applicant; state age, experience and salary required.—Box 7216. [12926]

SERVICE Manager required to control important motor car and commercial vehicle service organisation in Yorkshire; high standard of technical and managerial training and experience necessary; permanent appointment, excellent conditions; write first stating age and qualifications; applications will be treated in strict confidence.—Box 7257. [13007]

LADING distributors in East Anglia require car sales representative in Ipswich; applicants must be fully trained in the use of telephone, personal selling, commission, providing every opportunity of advancement for energetic man with ability to produce results; apply in confidence to Director, Box 698. [12928]

MANAGER required for large East Midlands 100% Austin motor business; applicant must have managerial experience; must be alive to modern business methods in all departments, must have initiative, drive and ambition to progress; return is offered over £1,000 per year commencing salary, accommodation, car and full co-operation of the management.—Write Box 7214. [12931]

ADVERTISERS offer an opportunity for a salesman possessing first-class references, seeking the greater and more remunerative opportunities of salaried control with car and commercial distributors; the successful applicant will be one who has the necessary self-confidence to make this move to a progressive future at Yorkshire coast resort; write in fullest detail; housing assistance offered.—Box 7054. [12934]

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WORKS manager (M) seeks similar position, fully experienced in reception, book-keeping, estimating, costing.—Box 7111. [10095/R]

EX.-R.E.M.E. S/Sgt. armament artificer (vehicles) required for permanent position, clerical and stores experience.—Box 7161. [12918]

WORKS foreman, sound technical knowledge all branches of repair work; 25 years' practical experience.—Box 7256. [13106]

MOTOR engineer, having disposed engineering business est. 20 yrs. desires agencies motor trade, Wales; commission basis; own car.—Box 7211. [12969]

BOOKS, ETC.

HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [10095/R]

30000 Motoring books, magazines, journals, new and second-hand; immediate supply; Int. stamp.—G. A. Finsol 15, Nashleigh Hill, Cheshunt. [12913]

DYKES Automobile Encyclopedia, invaluable for garages, motorists, students; 1,482 pages, 4,000 illus., new 1950 edition over 500,000 copies sold; descriptive leaflet free.—Thomas Co. (DATO) 111, Bowharn St., Blackpool. [10899/R]

1929-32 M.G. Workshop Manual (covering all models); 51, 1929-32 M.G. Owners' Handbook; 15-16, 1929-32 M.G. Maintenance Handbook; 15-16, "Diesel Vehicles," 7/9, 1952-57 Austin Ten Handbook; 5-5; "Automotive Collision Work," 41/42; book catalogue.—Vivian Gray (TA), Burstable, S. W. [12800]

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Beautifully situated on sea-front, near shops. Excellent cuisine. Brochure on application. Reduced terms for May-June.

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BOURNEMOUTH.—Crambrook Court Hotel, 42, Surrey Rd., H. & C.; free car park; 41-7gns.—Westbourne 61468. [2716]

ILFACOMBE.—Lovely Bictoncombe Grange; beautiful grounds; own produce; terms 61-7gns; television; brochure.—Tel. 134. [3012]

S. DEVON.—Orestone, Strete, Near Dartmouth; 4 to 6 gns.—Tel. Stoke Fleming 373. No bookings August. [13082]

BAR茅OUTH, Wales.—Superb scenery. Miny Mor Private Hotel, sea front. Moderate terms.—Stamp brochure to G. Waddington. [13068]

BOURNEMOUTH.—Guest House, near sea, chimes, B. maximum comfort and service; from 5gns; particulars.—Dunelm, Westminster Rd., Tel. Westbourne 64800. [13079]

NORFOLK, Mundesley.—Dolphin Hotel, overlooking N sea; excellent food; separate table; twin beds; h. & c.; children welcome; private lounge; country club.—Brochure [12835]

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GOOD FOOD CLUB members recommend over 700 places throughout Britain which serve a good meal at a reasonable price in the Good Food Guide 1953-54. Entirely revised and much enlarged, but still 5/- from all booksellers.—Published by Cassell & Co., 37, St. Andrew's Hill, London, E.C.4. [2081]

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Selling commission 5% only, if sold.
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Situate in a prominent and important position in
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W. HARRY TAYLOR, SON & CREBER, F.A.I.,
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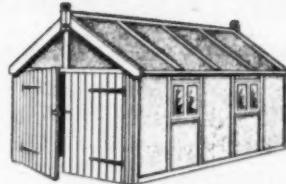
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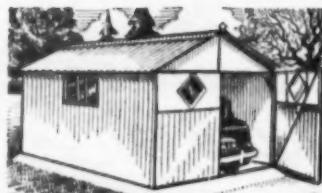
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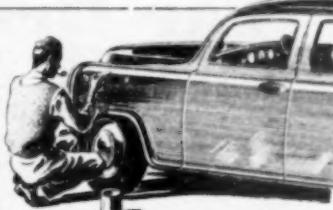
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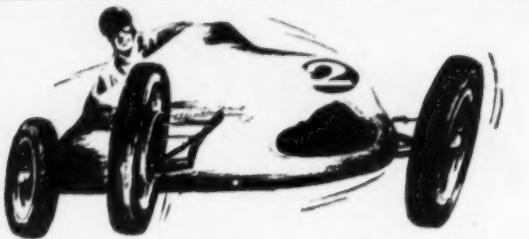
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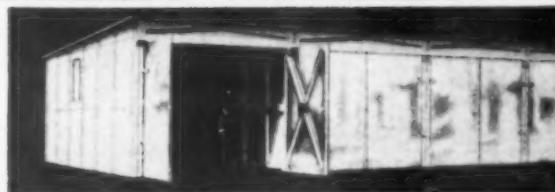
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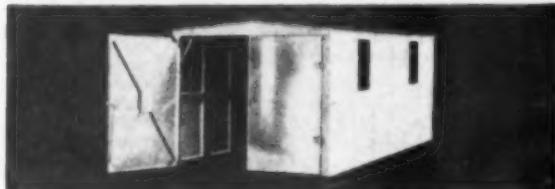
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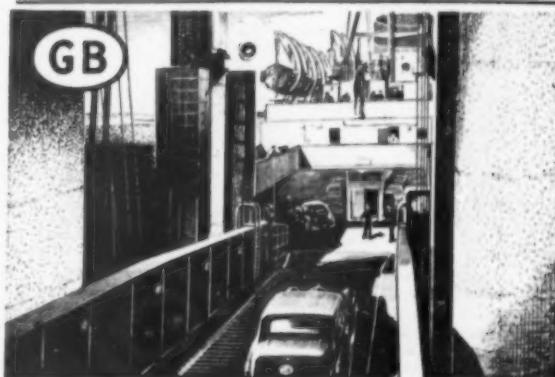
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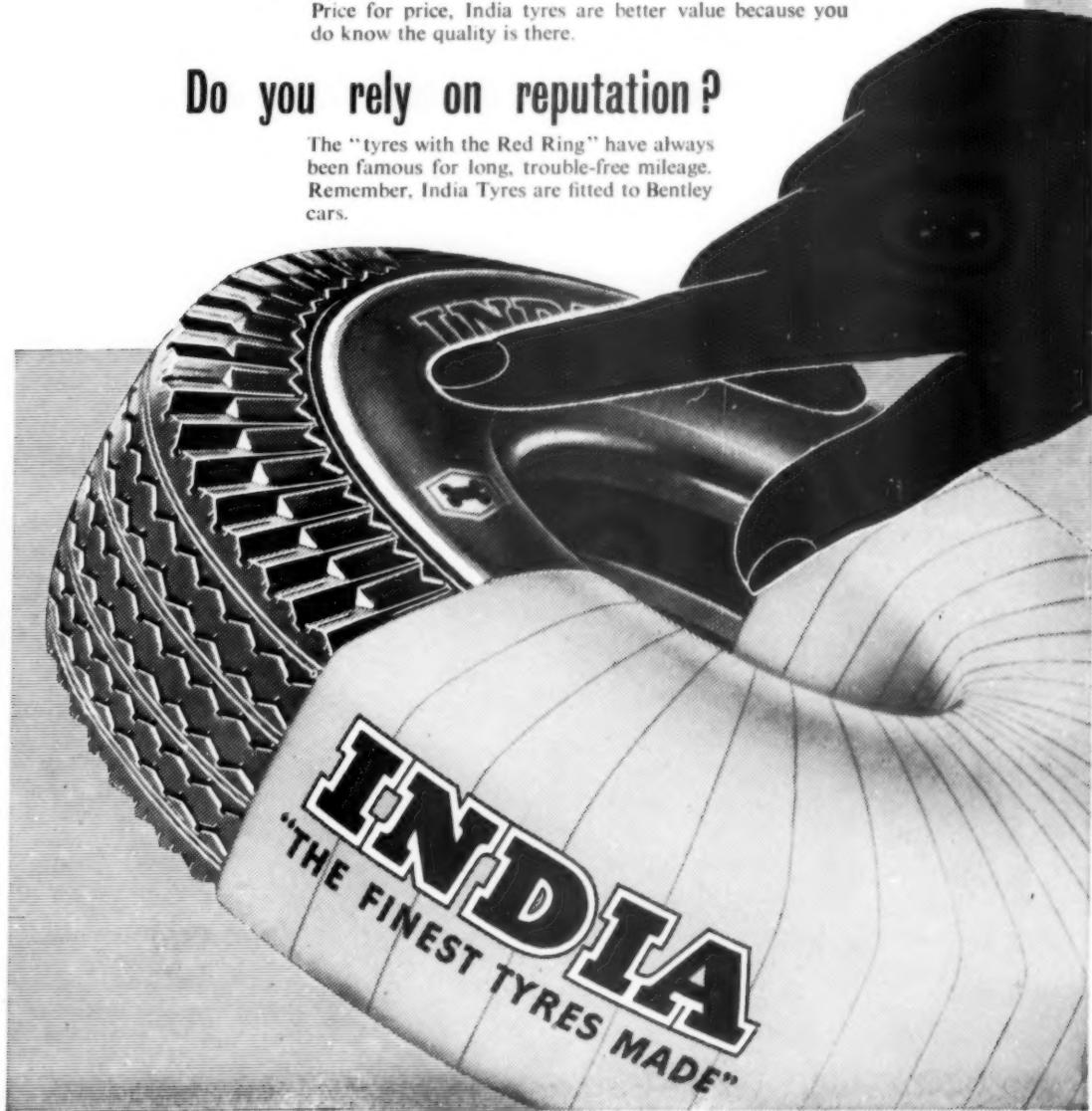
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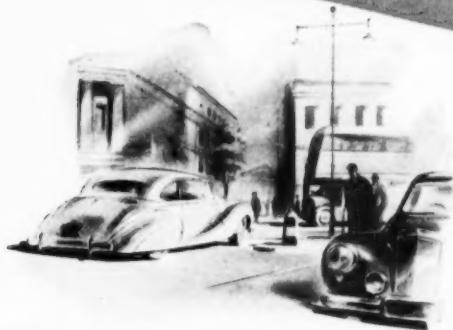
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